Coals of
Real Merit

Crown Hill Submarine
Crown Hill No. 5
Jackson Hill 5th Vein Indiana
Shirkie 5th Vein Indiana
Dorthel, Middle Grove, Ill.
Dorthel, Hanna City, Ill.
Dorthel, Farmington, Ill.
Delta Mines—Saline County, Ill.

Lehigh Valley
Anthracite

REPUBLIC COAL & COKE CO.

General Offices:
8 So. Michigan Avenue, Chicago

Branch Offices: Minneapolis, Minn.; Indianapolis, Ind.; Peoria, Ill.; Detroit, Mich.; Milwaukee, Wis.

Sunday Creek Hocking
Kentucky Blue Bell
Kentucky Walnut
Republic Pocahontas
Republic Beckley
Republic Smithing
Terre Haute Quick Fire Domestic Coke
Terre Haute Special Foundry Coke
Shell Petroleum Carbon

Docks: Milwaukee and Superior, Wis.

MAGNUS COMPANY
INCORPORATED

Journal Bearings and
Bronze Engine Castings

NEW YORK

CHICAGO

"BUCKEYE" Yoke and
Draft Attachments

The vertical, plate type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

CREOSOTED MATERIALS
and
COAL TAR PRODUCTS

Republic Creosoting Co.
Minneapolis

"M-F"
Lock Nuts and
Water-Tight Bolts

Used on Rolling Stock of
Leading Railways

MacLean-Fogg Lock Nut Co.
Chicago, Ill.
THAT our HIAWATHA train keeps on its triumphant way, the records of July are ample evidence; and there is no doubt as to August passing. The number of revenue passengers carried by HIAWATHA north and southbound for July came to the amazing total of 20,237—being 10,230 going north and 9,997 south.

The average per day in both directions was 653. And the full number was an increase of 3,672 passengers over what at the time was an unprecedented record of 16,564 carried in both directions for the month of June. On Saturday, July 27th, taken as an instance of the favor this gallant train is making with the traveling public, the figures disclose 920 paying passengers for that one day.

Our unique speedliner continues to be the subject of newspaper and magazine pictures, editorials and feature articles. Clippings from American and foreign publications steadily pour into the publicity bureau. The official magazine of the National Railways of Mexico in its August issue printed a full illustrated article about the HIAWATHA, extolling its fine features, its steam motive power and the ultra-modern equipment of the train. This story, printed in the Spanish language, of course, gave due prominence to all of the special characteristies, and its departures from old accepted fundamentals in train and locomotive construction as well as appearance.

Many firms are using HIAWATHA pictures and accounts of its achievements in their advertisements, while advertising is a profusely illustrated story of “The Milwaukee Road’s Hiawatha” by Roderick M. Grant, for the October issue of Popular Mechanics which will be on the newstands early in October. This is sure to be a most interesting story.

HIAWATHA’s reputation has assumed world-wide proportions, and foreign line ticket offices, in this country and abroad make daily inquiries and requests for reservations for prospective patrons. It is interesting to know that many of the inquirers immediately ask for reservations “in the beaver-tail.” Calls come in daily for space to be reserved days ahead.

One traveler recently, making the trip from the Twin Cities to Chicago on the HIAWATHA likened the experience to an afternoon spent at a social gathering. From the beginning of the trip there seemed to be a general sociability, starting, of course, with remarks about the beauty and comfort of the cars—the smoothness of the ride, as the train glides along doing its best time without effort seemingly—and almost unapprehensively. Seventy-five, eighty-five, ninety, etc., the miles clipped off, according to those who, knowing how to gauge the speed, were “timeing” her.

Sociability is always promoted where “refreshments” are available whenever the need or the desire arise. Therefore the popularity of the dining car with its “Tip Top Tap” at the head end of the train is at once in evidence. Dispensing with the usual formal hours of service, this popular car now puts on a continuous performance and the Tap Room is soon filled. A sandwich and a glass of beer at this table,—orange juice, perhaps at another; with all other varieties of liquid refreshment of a varied list. People come and go continually,—surely this is not like any train ride one ever took before.

The tap room in itself, is an invitation to gaiety. Its color is brilliant scarlet, its chairs and tables modernistic in style; there are no windows, but the apartment is softly illuminated by diffused light from hidden lamps. In the dining room proper of the car, where windows picture the passing scenes, the colors are in tune with Nature’s harmonies outside. Here, too, the tables are always occupied, for at any time, one can have his favorite afternoon “snack”—his afternoon tea, or enjoy his “kaffee klatch” with a party of friends. At the formal meal service,—as one patron expressed it,—“most amazing! you can get all you can eat for sixty-five cents,—and good, too.”

The enjoyment of the train does not concentrate entirely however with the gastronomic attractions. The smoking rooms in all of the coaches are filled with social groups and “fourooms” in the body of the cars are busy at Bridge, while interested spectators look on, and social calls are made up and down the aisles.

The beaver-tail is the center of interest to those who keep watch of the speed and check off the flying telegraph poles as they shoot back into the distance. The rapidity with which these glinting rails converge in the middle distance and the speed of the passing scene as fields and cattle and woods and waters and towns are left behind makes a breath taking picture.

Top All Previous Known Records
Hiawatha Gaining World-Wide Fame

Surely no single thought pertaining to the comfort and enjoyment of patrons of HIAWATHA has been as highly dismission as the beautiful and comfortable cars of this remarkable train, thinks this “traveler” as the speed slows and the great “Milwaukee Type” locomotive noses into the station and brings its load of “HIAWATHA” boosters to “happy landings.”

From some of HIAWATHA boosters:
Milwaukee Shops, Aug. 1, 1935.
Mr. J. T. Gillick,
Vice President.

Dear Sir:
I am quoting from a letter just received from Mr. N. L. Freeman, Chief Inspector of the Western Electric & Manufacturing Company, Newark, N. J., whom I induced to ride back to Chicago on the “Hiawatha.”

“I’ve known speed for some time, but I have never seen the equation of high speed and riding comfort like a smooth answering one. When I guessed ( rashly high, I thought) the train was doing 75 miles per hour, the miles went by at 25, 35 and 45 seconds each! 102.8 and 105.9 miles per hour! It was unbelievable but also undeniable!

“I think folks around here take me to be an awful liar, but I know what I saw and the remarkable riding qualities of that light, beaver tailed car.”

Yours truly,
(Signed) C. H. BILTY
Mechanical Engineer.

INTERNATIONAL SILVER COMPANY
(General Offices)
Meriden, Connecticut
Mr. W. B. Dixon.

Dear Mr. Dixon:
I was very much pleased to find my reservation awaiting me upon my arrival in St. Paul on May 28th.

The trip from St. Paul to Chicago was delightful. Although the speed must have been in excess of anything I have experienced in my traveling, it was certainly not noticeable,—possibly due to the fact that the train is sound proof. The appointments are beautiful,—in fact, the HIAWATHA in every respect seems to be superior to any other train I have yet traveled on.

I am looking forward to another trip as soon as my work takes me to the Twin Cities.

Yours very truly,
W. H. WALLACE,
Chicago, June 23rd, 1935.
Mr. W. B. Dixon.

Dear Sir:
I wish herewith to congratulate your line on having the world’s not only
Two! II

Although the
THE BUCK
evee 200,000. •

THE territory enclosed by the boun­
daries of the state of Wisconsin is
rich in historic lore.
It was the home of ancient Mound
Builders; land of the Algonquin and
Dakotas, Sac, Foxes and Winnebagoes;
pathway of French explorers and mis­
sionaries; ruled by the French from
Quebec and Versailles for more than a
century; battlefield of British and
Americans; trapping ground of the fur
traders, scene of the Black Hawk War
and birth place of the Milwaukee Rail­
road system.
Jean Nicolet visited Green Bay in
1634 and French priests and explorers
became familiar with every part of that
region between that year and the con­
quest of Canada in 1760.
Claude Allouez founded a Jesuit Mis­
sion at La Pointe in 1665 and at Green
Bay in 1669. The latter town was set­
tled by the French in 1720. Prairie
du Chien was wrested from an Amer­
ican detachment by the British in 1714
after the war of 1812. At the close of
the war the United States placed forts
at Green Bay and Prairie du Chien.
Effective in the year 1787 the region
now known as Wisconsin was included
in the Territory Northwest of the Ohio;
in 1800 it was made part of Indi­
an territory; in 1818 it passed to Mil­
tucky; in 1818 to Michigan ter­

THE Indian title to Southern
was extinguished by the
of 1833 and on April 20, 1836
the Territory was organized with
inhabitants. Rapid settle­
new territories began that
May 28, 1848 Wisconsin
as a State. Its population

The First Passenger Station, Waukesha, Wisc.

was \$2,000 for a

was much unrest in
sion was drawn to the

Swiss, Scandinavia

nationalities came in

Wisconsin, Home of the Milwaukee Road
Some Historical Events in Tabloid Form
Compiled by F. H. JOHNSON

The territory enclosed by the boun­
daries of the state of Wisconsin is
rich in historic lore.
It was the home of ancient Mound
Builders; land of the Algonquin and
Dakotas, Sac, Foxes and Winnebagoes;
pathway of French explorers and mis­
nionaries; ruled by the French from
Quebec and Versailles for more than a
century; battlefield of British and
Americans; trapping ground of the fur
traders, scene of the Black Hawk War
and birth place of the Milwaukee Rail­
road system.
Jean Nicolet visited Green Bay in
1634 and French priests and explorers
became familiar with every part of that
region between that year and the con­
quest of Canada in 1760.
Claude Allouez founded a Jesuit Mis­
sion at La Pointe in 1665 and at Green
Bay in 1669. The latter town was set­
tled by the French in 1720. Prairie
du Chien was wrested from an Amer­
ican detachment by the British in 1714
after the war of 1812. At the close of
the war the United States placed forts
at Green Bay and Prairie du Chien.
This effective in the year 1787 the region
now known as Wisconsin was included
in the Territory Northwest of the Ohio;
in 1800 it was made part of Indi­
an territory; in 1818 it passed to Mil­
tucky; in 1818 to Michigan ter­

The Indian title to Southern
was extinguished by the
of 1833 and on April 20, 1836
the Territory was organized with
inhabitants. Rapid settle­
new territories began that
May 28, 1848 Wisconsin
as a State. Its population

Two!
On January 31, 1861 the Milwaukee & Prairie du Chien Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Prairie du Chien Company owned and operated the road until December 31, 1887 when it was conveyed to the Milwaukee & St. Paul Railway Co.

The LaCrosse & Milwaukee Railroad Co. was chartered April 3, 1855 to construct a railroad between those towns. Byron Kilbourn, Moses M. Strong and Timothy Burns were prominent among the promoters. On August 2nd that year at the first meeting of the Directors Byron Kilbourn was elected President.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

The Southern Wisconsin Railroad Co. was chartered April 7, 1855, to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

On January 21, 1861 the Milwaukee & Mississippi Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Mississippi Company, succeeding Byron Kilbourn, in that year the road was extended to the St. Paul Railway Co. From Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.

By act of Legislature passed February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton to the Mississippi River, constructed in that year at the entrance of the Wisconsin & Mississippi railway, the line Milton to Janesville.
TOOTING THE RAILROAD HORN

By Z. G. HOPKINS

"TWO things are important to complete success in most undertakings," declared an outstanding man, recently, who had started from scratch, or behind, and won his way to a position of unusual prestige and influence. "First, be sure you do a first class job; and second, be equally sure that you get the credit for it to which you are legitimately entitled."

Measured by this standard the railroad industry certainly has fallen short in one of the requisites to complete success. Railroad men, as a class, have been greatly more intent on doing a good job in the way of providing transportation service for the country, than they have with getting the credit for that job to which its quality entitles them. To their failure, in this respect, such of the difficulties of the industry as are due to lack of popular understanding of and sympathy with railroad troubles may be traced directly. When the whole transportation situation is analyzed carefully though, the fact stands out that most of the major current difficulties of the railroads can be classified as in this category.

That this is not the popular view is proven rather conclusively by the frequency with which it is stated, both publicly and privately, by people who fancy themselves reasonably well posted, that "the railroads are to blame for their own troubles because they have failed to promptly adopt effective methods to meet new competitive conditions," and that "the railroads have been lacking in progressive spirit and wedded to obsolete methods and equipment."

Such statements of course completely ignore the degree in which the competitive activities of the railroads have been restricted by public policies that have not applied to their rivals, as they do the marked improvements in railroad service and striking increases in passenger and freight revenues.

Claims that the railroad industry has measured up to its opportunities one hundred per cent certainly would be no less extravagant than like claims with respect to any other industry, but to assert that the railroads at least have been as progressive and aggressive in meeting the problems that are presented by changing conditions as other major industries conducted under anything like comparable conditions, and that no other industry has excelled them in skill and fidelity in regular and dependable performance of a service task incalculably important to the whole country, is but to state the simple truth.

The plain fact is that the country has become so accustomed to rail transportation that essential requirements extended as conditions called for extension, improved and altered as developments and new demands warranted, and with steady increase in speed, safety, comfort and efficiency of operation, that it has been accepted as almost automatic. With this acceptance, popular inclination to criticize the railroads has grown more rapidly than inclination to accord them full credit for their accomplishments.

Because of the inescapable influence of popular opinion on successful conduct of the railroads, growing out of the degree of public regulation with which their operation is surrounded by reason of their vital relation to general welfare, it is most important, from the standpoint of every railroad man, that public ism estimates of the spirit of the railroads and the standards of railroad service be corrected and that the industry as a whole enjoy the full credit for its accomplishments to which it is legitimately entitled.

To that end survey of what has been going on in the industry during the past decade and a half, if accompanied by united railroad purpose to pass the outstanding and incontrovertible findings on to the public in such a way that they will be effectively reflected in popular opinion, will prove profitable to every railroad man, regardless of his rank or station.

Passenger revenues currently constitute only a little more than ten per cent of railway operating income. They have declined more than $500,000,000 annually from their peak in 1920. They have decreased more than seventy per cent since 1926. But who will say that railroad passenger service has not improved steadily, measured by any comprehensive standard, in the face of a regularly receding revenue realization? And who will contest the statement that passenger fares, on the average, are considerably more than twenty-five per cent lower than they were when the railroads were transporting fifty per cent or more passengers than they are now moving? What other industry, in face of declining demand for its services or products, has managed a proportionate reduction in its average charges, or greater comparable increase in the comfort and convenience of its service, and the quality of its products? A few days ago the writer talked with a gentleman whose summer business engagements had required that he travel by train approximately 7,000 miles in a three weeks' period late in July and early in August. The country, from Coast to Coast, was sweltering in mid-summer heat. "I completed my trip," he said, "meeting all of my appointments without once being in temperature above 90 degrees except when I stepped off the train. I travelled from the midwest east to Washington, thence as far west as Los Angeles and Seattle, and back to the midwestern city from which I started within three weeks, almost dustlessly and noiselessly, and without being out of an air-conditioned car save by choice, enjoyed comfort in sleeping conditions and ate my meals regularly in temperatures that did not distract my appetite from the variety of the menu or the excellence of the cuisine, no matter how hot it was outside."

Another man with whom the writer talked recently commented on the fact that between January 1st and August 15th, this year, he had travelled approximately 25,000 miles by passenger train, or twice the distance around the world, meeting without delay or disappoint­ment engagements, made weeks and in some cases months ahead, in two states, without ever being on a train that arrived late at a terminal, and without missing a warm meal at meal time, or being subjected to a broken night's rest by train schedules. Where other industry engaged in any form of public service can boast a better performance? What other service industry has been more progressive in adapting new developments to its uses, in providing additional comforts and conveniences for its patrons? Jules Verne's "Around the World in Eighty Days" recorded a sensational though not actual stunt. The unavoidable discomforts, inconveniences and uncertainties of that fictional journey were most interesting features in the story, but American railroads provided its travel equivalent in distance, twice over, in relatively little more time with complete comfort to the passenger and without inconvenience or uncertainty, simply as a part of "the day to day job," and the performance was so commonplace that it attracted no public notice because it was simply a repetition of what the average American has become used to and takes as a matter of course.

(Continued on page 11)
Service, Our Commodity

Employes of the railroad are salesmen of the only commodity we have to offer - Service.

Many competitive agencies in the field of transportation have developed in recent years and unless we extend to patrons the utmost in service and courtesy the impression made may represent the difference between the black or the red side of the ledger in future dealings with them.

The ability of an employe to render a satisfactory service is essential, but if augmented by a pleasing and courteous personality the prophecy that service and courtesy pay the biggest dividends becomes a reality.

Vice-President

(Contributed by H. A. Mosher, Operator-Car Distributor, Mobridge.)
What Happens When the Railroad Leaves

(From the Mason City Globe Gazette.)

What happens when railroad facilities are lost to a community or region is being well illustrated just now over in northeastern Nebraska.

About two years ago, on the showing of unprofitable operation the Omaha railroad was permitted by the Interstate Commerce Commission to abandon a 50 mile branch line between Sioux City and Wynot, Neb. Much of its business had been lost to truckers and it was reasoned that the remainder could be handled in this manner without great sacrifice by shippers. The year of grace allowed by the I.C.C. was allowed to expire by the communities served by that branch line and the tracks were torn up.

Here we take up the story as it was presented to the Grain and Feed Review of Minneapolis:

"The truckers assured the townsmen and the farmers that they would be entirely able to fill all their transportation needs. They pointed out that the bulk of the transportation service was already in their hands and that they could handle what little remained. "Now let us see what has happened in this Sioux City-Wynot territory. First of all the grain rate by rail to Sioux City and the east was three cents per hundred from the farthest point on the line. Now the rate is ten cents a bushel to Sioux City. Coal was laid down in the farthest town for 20 cents a ton, while at present truckers are offering to deliver coal to close-in points at two dollars a ton. Farm values have depreciated from 50 per cent to 75 per cent. Some farmers are 50 miles from a railroad. Homes in the towns erected at a cost of $4,000 are begged for by buyers at levels as low as $500 and there are no buyers. Lastly the Omaha road paid $28,000 each year in taxes and this sum has been shifted over the remaining taxpayers."

A Message

Under the above caption, the Locomotive Engineers' Journal carries the following from editor, Paul M. Smith. The message is addressed to the membership of the B. of L. E., but it contains food for serious thought on the part of everyone interested in the future of the railroads and the very vital matter of employment on the railroads:

To the Membership: "Railroad employees, including yard and road men working between Kansas City and Chicago, are deeply disturbed and worried by the recent entrance of the federal government into the wheat carrying trade between those cities.

They fear that additional railroad men will be thrown into the ranks of the unemployed.

The direct cause of their fear is that the Federal Barge Line, owned and operated by the government, has carried thousands of bushels of wheat at cut-rates between Kansas City and Chicago and intends to continue to do so. Its slash of nearly half of the rail rate is alarming. This unfair competition and rate chiseling will eventually throw out of employment many railroad men, and our members both in road and yard service will be deprived of handling these grain shipments. It will also adversely affect the property owners and merchants who live in various railroad terminals, in addition to the farmers that are not able to use the railroads.

The Federal Barge Line is able to slash rates because it operates tax free on river channels and canals -spendid water highways built and maintained with the taxpayers' money, which already have cost hundreds of millions of dollars.

One of the small but powerful towboats owned by the government can handle large barges up and down the rivers that have capacity for holding train loads of wheat and other commodities. They employed only a small crew at wages lower than those paid to railroad employees.

After all, who saves by this slashing in freight rates? Bread, flour and other products manufactured from wheat are still sold to consumers at the usual prices.

If the shippers, whose goods are carried on the barges, were forced to pay the full cost of establishing and operating the barge line, without taxpayers' help, it would be cheaper for them to ship by rail.

Your Congressman has the power to prevent this unfair competition which throws railroad employees out of work."

Yours fraternaly,

PAUL M. SMITH, Editor.

MADISON, WIS., COMMITTEE RECEIVES AWARD FOR RAILROAD WEEK PROGRAM

Western Association of Railway Executives

Chicago, Ill.
July 30, 1935.

Dear Mr. Dahms:

With this letter we hand you the Certificate of Award for distinguished services on the part of your committee, during the recent Railroad Week.

This Certificate of Award signifies that your committee was selected as the one in your state which planned and executed the most complete program of activities. You and your local associates should feel very gratified over this award. You would feel justly proud of your achievement if you could have seen the reports of the other committees with whom you were in friendly competition. Many of them were excellent. They showed a great deal of ingenuity and hard work. All the more glory to your committee, then, for the decision of the jury.

The railroad Presidents and Passenger Traffic Managers are very happy over the results of Railroad Week. Needless to say we of the Executive Advertising Committee are delighted because after all this was an entirely new venture. At the outset we were told by some that Railroad Week would be just another "week." However, we counted on the spirit of cooperation and loyalty which is inherent among railroad men. And you, and other committees like yours, came through with the most outstanding success in the annals of American industries.

We have helped put Western Railroads definitely on the map and into the minds of the public.

We congratulate you and thank you. Framed award forwarded you under separate cover.

Cordially and sincerely yours,

H. G. Taylor
H. W. Riddall
E. H. McRaymonds
Executive Advertising Committee.

Clifford W. Tyler

THE sympathy of Milwaukee residents is tendered to Mr. W. Tyler, manager of the Pass Bureau of The Milwaukee System in the loss of his elder son, Clifford W. Tyler, whose passing occurred in Chicago, August 17th, of heart disease. He is survived by his widow, his father and mother and one brother, Raymond C. Tyler, of Stevens Point, Wisconsin.
ACCIDENT PREVENTION

It's a Crime to Take a Chance for Which You Are Not Willing to Pay

No truthful gambler will admit that he pays his losses with a smile, and yet he ALWAYS pays when he loses.

In gambling with life, limb, home, happiness and his job, the gambler SOMETIMES pays, but not ALWAYS. Certainly he does not pay willingly, even when he does pay.

If it were possible to impress the "Chancetaker" on a Railroad job, with the certainty that HE MUST PAY, he probably would take fewer chances, and yet some one does pay when the gamble goes wrong.

This is a little personal message in the form of a question mark. I direct it first to the Boss.

Did you ever stop to think what an expensive proposition it would be for YOU, if YOU were required to pay the damage claims, buy the wooden legs, bury the dead, support and educate the children of men who lost their lives because YOUR SAFETY SUPERVISION was not active and up to the standard of the times?

Do you not think that if you were underwriting the insurance policies of those of your men whom you see Crossing Tracks without Looking, that you would be more often reminded to warn them to "Look Both Ways and Live"?

Do you not feel that your interest in Safety Rule observance would be considerably keener, if you were required to take over the support of the families of one or two of your men who violated the rules once too often?

Again, suppose you were under legal obligations to pay the weekly Hospital Bills and the final surgeons bill for care of the brakeman who attempted to cross the track too close in front of a moving cut, wouldn't you bear down just a bit harder on those who are daily doing it without getting hurt?

You don't have to pay for these irregularities of performance, but SOME ONE Does Pay and usually that some one can't afford it.

Now I'm going to talk to the workman, for he is the one who pays many times over for his own gambles with his life and welfare.

You have been heard to say "I've been doing it this way for years—I won't get hurt." That's the feeling that comes into a gambler's mind with each new hand that is dealt in a poker game. "This time I'll win." Suppose you could reverse the situation when going between moving cars to adjust a coupling and be able to say, "This time I'll LOSE"—would you go between?

Suppose when tempted to violate a Safety Rule or other instructions, you were able to say, "This time I'll get caught and LOSE MY JOB"—would you not form a new respect for the Rules?

Just imagine your sensations and the grief of your family, if you could be present when the Supervisor took to your home the sad news that you had paid the price of running your motor car without a lineup—there would never be another failure to get that line up, would there? And yet, some one pays for all that—are you willing that it should be you?

While I'm talking about taking chances and paying for them, how about you, Mr. Inspector, if you knew that you would have to pay all the bills occasioned by the fatal injury to your buddy, because you failed to inspect that blow down pipe. Mr. Hostler, if you knew in advance that you must daily work shoulder to shoulder in the future with a one armed man, made so because you moved an engine without warning, I say to all of you, IF YOU KNEW THAT YOU WOULD HAVE TO PAY THE RESULTS OF YOUR CHANCETAKING, you wouldn't take so many chances would you? Of course you wouldn't.

No one takes a chance expecting to get caught. No one would knowingly gamble with the life of his best friend as a pawn. No one would spread his certificate of employment on the gambling table for the satisfaction of getting on the other side of the track a second earlier. No reasonable man would assemble all the possibilities of future happiness for his wife and children in one bundle and spin the wheel that might mean their destitution, and yet these and hundreds of other privileges, rights and possibilities of good are GAMBLED AND LOST daily on the table of Industrial Chancetaking.

We are indebted to an editorial written by Angelo Patri for the topic of this installment, "Never Take a Chance for which you are not willing to pay." May each person who reads our efforts at adapting the text to our Railroad Safety Program take the lesson with him into his daily work, his daily play, and realize that the Game is not worth the price we pay, and govern his acts accordingly.
May Irrigate More of the Yellowstone Valley

THE Works Allotment Board has approved an allotment of $1,000,000.00 to the Bureau of Reclamation for the Buffalo Rapids Irrigation Project comprising territory in the Yellowstone Valley from Miles City to Terry and thence to Glendive. Soil and engineering surveys are near completion. These will disclose whether this project is feasible from a social, economic, and engineering standpoint.

People in the affected territory are anxiously awaiting these reports and if it is found that this project can be constructed at an economical cost for construction charges together with upkeep and maintenance, which is reasonable and for the best interests of the water users and land owners, the allotment of this sum of dollars assures that construction will be undertaken at an early date.

This project will stabilize farming and ranching in that portion of southeastern Montana and afford opportunities for new settlers.

WINNETT GETS CCC CAMP Conservation Work to Cover Wide Area

A PERMANENT CCC Camp has been authorized for the vicinity of Winnet, Montana. The Civilian Conservation Corps located there will build water storage reservoirs and otherwise make possible the conservation and use of surplus or flood waters.

The outline of work projects includes, among others, repair of the Winnett Irrigation Company storage reservoir, the Yellow Water storage project, the McDonald Creek/Flatwillow storage projects, and up to 200 small water reservoirs in surrounding grazing districts as soon as such grazing district organizations can be completed.

This permanent improvement work will help to enlarge the acreage now irrigated in the area thereby making it possible for farmers and ranchmen to annually produce the necessary winter feeds for the herds and flocks of the territory.

The reservoirs in the grazing districts and along livestock trails from ranches to the railroad will help to prevent recurrences of water shortages, further stabilize the local livestock ranches and assist ranchmen in their efforts to enter into longtime livestock improvement programs by the use of purebred sires or otherwise.

NEW RECLAMATION SURVEYS Two Possible in Milwaukee Territory

THE Federal Government has set aside $500,000.00 which will be used to survey proposed reclamation projects in the Western States. The surveys are to be made to determine the amount of water available for storage, the cost of such storage, the cost of conducting the stored water to the available irrigable lands, the productivity of the irrigable lands and the possibility of repayment of all costs by amortization over a given period of years. If the surveys show that the surveyed projects are completely feasible, it is expected that they will be included in future development programs.

At least two areas in Milwaukee served territory are likely to be surveyed under allotments from the foregoing fund. These are the West Gallatin Valley in Montana and the Rapid Valley in South Dakota.

Dakota Farmers Will Feed Lambs

SOUTH DAKOTA farmers are to study lamb feeding in a series of meetings arranged in Milwaukee served towns in the Southeastern part of the State. The meetings will be informal conferences where experienced men will discuss various problems of fattening lambs and particularly answer questions of those present.

A feature of the meetings will be the reports of farmers who have fed lambs in the communities in which the meetings will be held. These farmers will discuss the rations they have fed, equipment they have used, how they have purchased the lambs they fed and other such problems.

The meetings will have the active cooperation of local feeders, county agricultural agent, State Agricultural College, lamb brokers and this Department of our Road.

There is considerable interest in lamb feeding in southeastern South Dakota this fall. The farmers have sufficient feed, they are near markets, and they can get the lambs to be fattened.

TO COMPLETE DEADMAN'S BASIN Musselshell Valley Storage Reservoir Assured

MONTANA'S Governor Cooney recently announced that Emergency Relief Director Harry Hopkins had allocated $300,000.00 to be used for completing the construction of the intake to the Deadman's Basin, a natural reservoir in the Musselshell Valley. He further said, "I have Hopkins' word that the Project will be completed through the Works Progress Administration.

"The Project embraces the conservation of the entire Musselshell river by a twelve mile canal from Shawmut in the big basin," according to the HARLOWTON TIMES. This basin will eventually be a reservoir ten miles in circumference and sixty feet deep. It will store the surplus spring and flood waters of the Musselshell river. As needed, this stored water can be released back into the river through a short outlet canal assuring a constant, uniform, non-wasteful water supply to all the irrigation projects for miles below the reservoir.

When completed, the Deadman's Basin reservoir will stabilize crop production and livestock ranching throughout that portion of the Musselshell Valley served by the Milwaukee Road.

Montana Booklet

INTEREST in the ownership of farm lands is growing. The improved farm prices for grain and livestock, the fact that land values are down to bottom and that purchases can be made in line with the productive returns of the land purchased, has encouraged many to invest in farms. It has been many years since farms were selling as readily as they are now.

To meet the demand for information regarding farm opportunities in Montana, this Department is revising and bringing up to date an illustrated booklet describing several Milwaukee served farming areas in that State. It will be sent to all who request it.
Aecreased maintenance $1.11 to 76 cents, in face of substantial the average 'passenger declined from the average revenue for transporting transporting the average ton a shade under 200 miles. In the same period consumed but five cents in 1921. Average hourly wages of em­ployes are as high now as they were now charged; with like comparisons of the average wages and hours of employees and the proportion of railroad revenues required to meet taxes. On the average the railroads are performing more service, both passenger and freight, for less money than they were in 1921. Average hourly wages of em­ployes are as high now as they were in 1921 when they had reached their all time peak. Taxes are now consum­ing upwards of eight cents of each dollar of railroad revenue whereas they consumed but five cents in 1921. In 1921 the railroads received a re­venue of $3.31 for hauling the average of freight 181.48 miles. Twelve years later they received only $1.29 for transporting the average ton a mile under 200 miles. In the same period the average revenue for transporting the average passenger declined from $4.11 to 76 cents, in face of substantial increases since mileage of the average passenger haul. Throughout this period the railroads

have been restricted by regulations affecting their operating policies, rates and other traffic practices that have not ap­plied in any degree to the interstate operations of their rivals, and which have not been generally, and effect­ively applied to the intrastate operations of other carriers. Indeed other carriers, in order to enjoy the freedom from regulation that has facilitated their de­velopment, likewise have been the bene­ficiaries of subsidies, direct and indirect, that have enabled them to handle freight at rates below the actual whole cost of the service, thus shifting part of its cost from the shipper to the general tax payer.\[1\]

Face of all these facts it is but natural that current conditions present acute difficulties, from the railroad standpoint. Commendation of the rail­roads for their ability to carry on so well in face of conditions that have challenged their every resource seems rather to be called for. Congress has enacted a law that should go far to­ward equalizing the competitive pos­itions of railroad and highway carriers, but the program of placing all competi­tive carriers in an equal position under the law will not be completed until Congress has also enacted laws placing waterway carriers under more effective regulation, and relieving the railroads from the long and short rate regu­lations which everyone agrees it is not practicable to apply to other carriers. There is nothing in the record of the past fifteen years indicating that the railroad industry needs anything more than an even break with its rivals to effectively meet their competition. Instead this record proves that railroad men are possessed of the spirit and skill to shoulder the burden with renewed enthusiasm and efficiency if encouraged by equality of opportunity. Reductions in the average costs to the shipper of rail transportation, with im­proved service and fairer rates to all carriers, that there is nothing in the theory that other transport agencies can provide the transportation service the country re­quires either more cheaply or more reliably than the railroads, when all are operated on the same footing, as far as public policies are concerned.

But with laws providing for equal regulation of all carriers, effective and constructive administration of the laws will still be influenced largely by public opinion, and it will be none the less important that the railroads get full popular credit for their accomplish­ments. Of the industries, the railroads should be tooted, not only with what has been accomplished in the industry but with what is under way and immediately ahead. They should not continue to knowing the facts themselves, but should see to it that the information is passed on to the public to the end that the rail­road industry enjoy the popular credit and prestige to which it is entitled. They should not permit their "light to be hidden under a bushel," and they will profit from practical application of the philosophy that "He who tooteth not his own horn, the same shall not be tooeted."

### Appointments

Effective August 1st:
- W. E. Ring appointed division engineer of the H. & D. Division, with offices at Aberdeen, vice H. C. Blake, assigned to other duties.
- H. B. Christianson appointed division engineer of the Tornado Division, with office at Miles City, vice W. E. Ring, transferred.
- H. F. Overholt appointed division engineer, Iowa Division, with office at Marion, Iowa, vice H. C. Christianson, assigned to other duties.
- C. H. Furler appointed division engineer, with offices at Mason City, vice H. W. Shearer, transferred.

### Business Improving

Airco Opens New and Enlarges Store in Portland, Ore.

On July 15 the Air Reduction Sales Co. moved from their long established location at Third and Glisan streets to larger quarters at 110 Northwest Fourth Avenue, the city of Portland. This move has been made to provide more space to adequately stock, display and demonstrate Airco's complete line of oxyacetylene and electric welding and gas cutting equipment. In the new store, located at Third and Broadway Extension, Airco has increased the size of its complete line of equipment to adequately stock, display and demonstrate Airco's complete line of oxyacetylene and electric welding and gas cutting equipment.

Airco announces its new headquarter in Tulsa and Atlanta

Because of the substantial growth of their business in Atlanta, Ga., and Tulsa, Okla., Air Reduction Sales Co. has established branches in these cities.

In Atlanta the new store is located at 336 Spring street N. W., and in Tulsa at 1115 North Everett Avenue. Airco apparatus, gas and electric supplies, oxygen, acetylene and other products will be stocked at these points.

---

Veteran Engineer of 56 Years' Service

The above is a picture of Engineer Allen Wood, Trans-Missouri Division, now 88 years of age, resident, Dubuque, Iowa. Although he has not worked for the past few years he is active and in comparatively good health and attends to his large flower garden and fruit trees at his beautiful residence on Broadway Extension. While working he had a clear record as to personal injuries and was noted for being the first engineer to man the narrow gauge engines on the Cascade line formerly owned by this company. He also participated in the Railroad Week campaign at Dubuque during May and was the engineer for the Milwaukee Railroad pictured as operating the throttle of the engine on exhibition at Dubuque passenger station, and also gave an interesting talk at the Kiwanis function in connection with the festivities of Railroad Week.
### Milwaukee Railroad Women's Club

#### Report of Membership on July 31, 1935, as Compared with Membership on Dec. 31, 1934.

<table>
<thead>
<tr>
<th>Chapter</th>
<th>July 31, 1935</th>
<th>Dec. 31, 1934</th>
<th>Change</th>
<th>Total Membership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen</td>
<td>456</td>
<td>483</td>
<td>-27</td>
<td>1,101</td>
</tr>
<tr>
<td>Austin</td>
<td>105</td>
<td>107</td>
<td>-2</td>
<td>210</td>
</tr>
<tr>
<td>Avery</td>
<td>34</td>
<td>35</td>
<td>-1</td>
<td>69</td>
</tr>
<tr>
<td>Bloomington</td>
<td>83</td>
<td>85</td>
<td>-2</td>
<td>168</td>
</tr>
<tr>
<td>Butte</td>
<td>50</td>
<td>56</td>
<td>-6</td>
<td>146</td>
</tr>
<tr>
<td>Channing</td>
<td>45</td>
<td>47</td>
<td>-2</td>
<td>106</td>
</tr>
<tr>
<td>Chg. Pool, Av.</td>
<td>350</td>
<td>351</td>
<td>-1</td>
<td>995</td>
</tr>
<tr>
<td>Clg. Union Sta.</td>
<td>200</td>
<td>224</td>
<td>-24</td>
<td>574</td>
</tr>
<tr>
<td>Council Bluffs</td>
<td>46</td>
<td>46</td>
<td>0</td>
<td>92</td>
</tr>
<tr>
<td>Davenport</td>
<td>59</td>
<td>59</td>
<td>0</td>
<td>118</td>
</tr>
<tr>
<td>Deer Lodge</td>
<td>28</td>
<td>33</td>
<td>+5</td>
<td>61</td>
</tr>
<tr>
<td>Dubuque</td>
<td>68</td>
<td>66</td>
<td>+2</td>
<td>196</td>
</tr>
<tr>
<td>Elkhorn</td>
<td>58</td>
<td>58</td>
<td>0</td>
<td>116</td>
</tr>
<tr>
<td>Endicott</td>
<td>33</td>
<td>33</td>
<td>0</td>
<td>66</td>
</tr>
<tr>
<td>Faribault</td>
<td>46</td>
<td>46</td>
<td>0</td>
<td>92</td>
</tr>
<tr>
<td>Green Bay</td>
<td>196</td>
<td>196</td>
<td>0</td>
<td>392</td>
</tr>
<tr>
<td>Harrowtown</td>
<td>92</td>
<td>92</td>
<td>0</td>
<td>186</td>
</tr>
<tr>
<td>Iron Mountain</td>
<td>20</td>
<td>20</td>
<td>0</td>
<td>41</td>
</tr>
<tr>
<td>Janesville</td>
<td>58</td>
<td>58</td>
<td>0</td>
<td>116</td>
</tr>
<tr>
<td>Kansas City</td>
<td>94</td>
<td>94</td>
<td>0</td>
<td>188</td>
</tr>
<tr>
<td>Kansas City</td>
<td>94</td>
<td>94</td>
<td>0</td>
<td>188</td>
</tr>
<tr>
<td>Kewanee</td>
<td>66</td>
<td>66</td>
<td>0</td>
<td>133</td>
</tr>
<tr>
<td>La Crosse</td>
<td>46</td>
<td>46</td>
<td>0</td>
<td>92</td>
</tr>
<tr>
<td>Lawrence</td>
<td>77</td>
<td>77</td>
<td>0</td>
<td>154</td>
</tr>
<tr>
<td>Lewiston</td>
<td>20</td>
<td>20</td>
<td>0</td>
<td>41</td>
</tr>
<tr>
<td>Madison, 8.</td>
<td>33</td>
<td>33</td>
<td>0</td>
<td>66</td>
</tr>
<tr>
<td>Madison, Wis.</td>
<td>111</td>
<td>111</td>
<td>0</td>
<td>222</td>
</tr>
<tr>
<td>Moline</td>
<td>55</td>
<td>55</td>
<td>0</td>
<td>110</td>
</tr>
<tr>
<td>Ottumwa</td>
<td>38</td>
<td>38</td>
<td>0</td>
<td>76</td>
</tr>
<tr>
<td>Pella</td>
<td>17</td>
<td>17</td>
<td>0</td>
<td>34</td>
</tr>
<tr>
<td>Portage</td>
<td>8</td>
<td>8</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td>Stewart</td>
<td>13</td>
<td>13</td>
<td>0</td>
<td>26</td>
</tr>
<tr>
<td>St. Louis</td>
<td>14</td>
<td>14</td>
<td>0</td>
<td>28</td>
</tr>
<tr>
<td>St. Paul, Minn.</td>
<td>44</td>
<td>44</td>
<td>0</td>
<td>88</td>
</tr>
<tr>
<td>Sandhills</td>
<td>68</td>
<td>68</td>
<td>0</td>
<td>138</td>
</tr>
<tr>
<td>Savannah</td>
<td>58</td>
<td>58</td>
<td>0</td>
<td>116</td>
</tr>
<tr>
<td>Sparta</td>
<td>52</td>
<td>52</td>
<td>0</td>
<td>106</td>
</tr>
<tr>
<td>St. Louis, Ill.</td>
<td>33</td>
<td>33</td>
<td>0</td>
<td>66</td>
</tr>
<tr>
<td>Three Forks</td>
<td>33</td>
<td>33</td>
<td>0</td>
<td>66</td>
</tr>
<tr>
<td>Tomah</td>
<td>45</td>
<td>47</td>
<td>+2</td>
<td>94</td>
</tr>
<tr>
<td>Wausau</td>
<td>143</td>
<td>143</td>
<td>0</td>
<td>286</td>
</tr>
</tbody>
</table>

Total: 4,889

Loss: 78

### Tomah Chapter

**Mrs. Henry Hoopes, Historian**

**May Meeting:** The regular business meeting of the Tomah Chapter was held on the 13th. Plans were made for a day trip to Clinton, and a noon luncheon. It was decided to sponsor the chapter auction, in cooperation with the Royal Neighbors, of Savannah, on June 3rd. At this meeting announcement was made that a company picnic was being planned for July 14th, to be held at Miller Park. Everyone reported a wonderful time. A special train was called for July 24th. The Tomah Chapter met with games of cards and auction bridge were played. Honors in auction were earned, and a special dinner was served and heartily enjoyed by all.

**June Meeting:** The last meeting of the season was held on June 16th. Mrs. Helen Franks, a member of our local, formerly of Savannah, but now living in LaGrange, was a welcome guest. During the business meeting, plans were made to hold a reception at our October meeting, in honor of Mrs. Margarette Carpenter, acting president-general, and Miss Linda Riekers, secretary general of Chicago. Reports on the card parities and auction bridge were read.

### Terre Haute Chapter

**Mrs. Harold Putten, Historian**

The annual picnic of Terre Haute Chapter was held at the club house on Saturday evening, June 22nd. Due to bad weather it was impossible to have the gathering out of doors, as had been planned. A delicious picnic supper was served and heartily enjoyed by all.

**Savanna Chapter**

**Mrs. Raymond Schreiner, Historian**

**May Meeting:** The regular business meeting of the Savanna Chapter was held on the 13th. Plans were made for a day trip to Clinton, and a noon luncheon. It was decided to sponsor the chapter auction, in cooperation with the Royal Neighbors, of Savannah, on June 3rd.

**June Meeting:** The last meeting of the season was held on June 10th. Mrs. Helen Franks, a member of our local, formerly of Savannah, but now living in LaGrange, was a welcome guest. During the business meeting, plans were made to hold a reception at our October meeting, in honor of Mrs. Margarette Carpenter, acting president-general, and Miss Linda Riekers, secretary general of Chicago. Reports on the card parities and auction bridge were read.

### Tomah Picnic

**Mrs. Henry Hoopes, Historian**

A picnic was planned for the railroad families, held at the Toucana. A special train was called for July 14th, to be held at Miller Park. Everyone reported a wonderful time. A special train was called for July 24th. The Tomah Chapter met with games of cards and auction bridge were played. Honors in auction were earned, and a special dinner was served and heartily enjoyed by all.

**June Meeting:** The last meeting of the season was held on June 10th. Mrs. Helen Franks, a member of our local, formerly of Savannah, but now living in LaGrange, was a welcome guest. During the business meeting, plans were made to hold a reception at our October meeting, in honor of Mrs. Margarette Carpenter, acting president-general, and Miss Linda Riekers, secretary general of Chicago. Reports on the card parities and auction bridge were read.
REPORT OF ACTIVITIES, BY CHAPTERS, FOR PERIOD JANUARY 1 TO JUNE 30, 1935, INCLUSIVE

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Welfare, Good Cheer and School Fund</th>
<th>Donations not requiring exp. from club fund</th>
<th>Welfare and Good Cheer Calls made</th>
<th>Messages of Good Cheer sent</th>
<th>Cleared on Ways and Means</th>
<th>Balance June 30</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen</td>
<td>$ 64.80</td>
<td>$280.00</td>
<td>1,265</td>
<td>188</td>
<td>$ 83.97</td>
<td>$ 66.12</td>
</tr>
<tr>
<td>Alberton</td>
<td>150.19</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Austin</td>
<td>152.88</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Austin, Ill.</td>
<td>157.36</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bozeman</td>
<td>232.52</td>
<td>2.00</td>
<td>161</td>
<td>19</td>
<td>87.99</td>
<td>124.24</td>
</tr>
<tr>
<td>Evansville</td>
<td>36.11</td>
<td></td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jackson, N. H.</td>
<td>151.97</td>
<td>6.00</td>
<td>245</td>
<td>6</td>
<td>109.47</td>
<td>21.54</td>
</tr>
<tr>
<td>Pittsfield</td>
<td>22.15</td>
<td></td>
<td>172</td>
<td></td>
<td>11.00</td>
<td>105.53</td>
</tr>
<tr>
<td>Channing</td>
<td>35.40</td>
<td>66.52</td>
<td>73</td>
<td>24</td>
<td>34.01</td>
<td>61.47</td>
</tr>
<tr>
<td>Chg. Full. Ave.</td>
<td>623.44</td>
<td>93.75</td>
<td>72</td>
<td></td>
<td>44.97</td>
<td>42.39</td>
</tr>
<tr>
<td>Chg. Union Station</td>
<td>407.43</td>
<td>12.90</td>
<td>66</td>
<td></td>
<td>39.37</td>
<td>71.94</td>
</tr>
<tr>
<td>Council Bluffs</td>
<td>61.35</td>
<td>2.10</td>
<td>92</td>
<td>50</td>
<td>26.48</td>
<td>85.89</td>
</tr>
<tr>
<td>Davenport</td>
<td>103.66</td>
<td></td>
<td>36</td>
<td>15</td>
<td>4.35</td>
<td>66.42</td>
</tr>
<tr>
<td>Deer Lodge</td>
<td>5.50</td>
<td></td>
<td>21</td>
<td></td>
<td>23.88</td>
<td>76.12</td>
</tr>
<tr>
<td>Des Moines</td>
<td></td>
<td></td>
<td>27</td>
<td></td>
<td>21.70</td>
<td>115.24</td>
</tr>
<tr>
<td>Dubuque</td>
<td>111.10</td>
<td>10.00</td>
<td>122</td>
<td>50</td>
<td>92.98</td>
<td>71.24</td>
</tr>
<tr>
<td>Green Bay</td>
<td>172.50</td>
<td>1.50</td>
<td>235</td>
<td>36</td>
<td>143.89</td>
<td>150.30</td>
</tr>
<tr>
<td>Hariston</td>
<td>91.78</td>
<td></td>
<td>256</td>
<td></td>
<td>31.56</td>
<td>74.33</td>
</tr>
<tr>
<td>Iron Mountain</td>
<td>7.12</td>
<td></td>
<td>9</td>
<td></td>
<td>29.16</td>
<td>57.16</td>
</tr>
<tr>
<td>Janesville</td>
<td>143.71</td>
<td>21.34</td>
<td>456</td>
<td>95</td>
<td>110.58</td>
<td>208.25</td>
</tr>
<tr>
<td>Kansas City</td>
<td>146.61</td>
<td></td>
<td>290</td>
<td>25</td>
<td>47.12</td>
<td>43.04</td>
</tr>
<tr>
<td>La Crosse</td>
<td>63.68</td>
<td></td>
<td>99</td>
<td></td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Lewistown</td>
<td>18.83</td>
<td></td>
<td>73</td>
<td></td>
<td>6</td>
<td>115.30</td>
</tr>
<tr>
<td>Madison, S. D.</td>
<td>38.55</td>
<td></td>
<td>126</td>
<td></td>
<td>2.37</td>
<td>63.85</td>
</tr>
<tr>
<td>Madison, Wis.</td>
<td>16.52</td>
<td></td>
<td>42</td>
<td></td>
<td>15</td>
<td>77.86</td>
</tr>
<tr>
<td>Makanda</td>
<td>16.05</td>
<td></td>
<td>60</td>
<td></td>
<td>30.99</td>
<td>95.17</td>
</tr>
<tr>
<td>Marmarth</td>
<td>51.97</td>
<td></td>
<td>62</td>
<td>11</td>
<td>38.25</td>
<td>454.77</td>
</tr>
<tr>
<td>Marmarth</td>
<td>67.65</td>
<td></td>
<td>152</td>
<td>40</td>
<td>30.00</td>
<td>142.38</td>
</tr>
<tr>
<td>Marquette</td>
<td>161.47</td>
<td>2.00</td>
<td>121</td>
<td></td>
<td>21.42</td>
<td>106.44</td>
</tr>
<tr>
<td>Missoula</td>
<td>72.64</td>
<td>35.00</td>
<td>334</td>
<td>12</td>
<td>93.40</td>
<td>204.08</td>
</tr>
<tr>
<td>St. Paul</td>
<td>16.23</td>
<td></td>
<td>17</td>
<td></td>
<td>1</td>
<td>110.62</td>
</tr>
<tr>
<td>Minnie &amp; West side</td>
<td>6.22</td>
<td></td>
<td>13</td>
<td></td>
<td>3</td>
<td>95.98</td>
</tr>
<tr>
<td>Ohiello</td>
<td>14.26</td>
<td>42.60</td>
<td>162</td>
<td>9</td>
<td>60.67</td>
<td>31.82</td>
</tr>
<tr>
<td>Ottumwa</td>
<td>181.33</td>
<td>62.80</td>
<td>545</td>
<td>57</td>
<td>64.57</td>
<td>79.87</td>
</tr>
<tr>
<td>Ferry</td>
<td>105.88</td>
<td></td>
<td>79</td>
<td></td>
<td>37.40</td>
<td>202.87</td>
</tr>
<tr>
<td>Pittsburgh</td>
<td>139.14</td>
<td>2.00</td>
<td>121</td>
<td></td>
<td>88.65</td>
<td>278.09</td>
</tr>
<tr>
<td>St. Maries</td>
<td></td>
<td></td>
<td>83</td>
<td></td>
<td>38.35</td>
<td>191.99</td>
</tr>
<tr>
<td>St Paul</td>
<td>113.30</td>
<td>3.00</td>
<td>32</td>
<td></td>
<td>17.35</td>
<td>74.77</td>
</tr>
<tr>
<td>South Dakota</td>
<td>6.22</td>
<td></td>
<td>13</td>
<td></td>
<td>3</td>
<td>35.98</td>
</tr>
<tr>
<td>Savanna</td>
<td>132.48</td>
<td>2.00</td>
<td>155</td>
<td>15</td>
<td>180.80</td>
<td>720.60</td>
</tr>
<tr>
<td>Seattle</td>
<td>81.80</td>
<td>61.00</td>
<td>121</td>
<td>30</td>
<td>30.50</td>
<td>216.10</td>
</tr>
<tr>
<td>South Bend</td>
<td>270.12</td>
<td></td>
<td>270</td>
<td>31</td>
<td>186.91</td>
<td>178.65</td>
</tr>
<tr>
<td>St. Louis</td>
<td>181.42</td>
<td></td>
<td>40</td>
<td></td>
<td>8</td>
<td>331.29</td>
</tr>
<tr>
<td>Spokane</td>
<td>31.70</td>
<td>15.00</td>
<td>472</td>
<td>24</td>
<td>34.33</td>
<td>103.76</td>
</tr>
<tr>
<td>Taos</td>
<td>68.15</td>
<td>11.00</td>
<td>175</td>
<td>24</td>
<td>87.99</td>
<td>226.39</td>
</tr>
<tr>
<td>Teneriffe</td>
<td>238.00</td>
<td></td>
<td>381</td>
<td></td>
<td>125.32</td>
<td>272.65</td>
</tr>
<tr>
<td>Three Forks</td>
<td>24.61</td>
<td></td>
<td>24</td>
<td></td>
<td>8</td>
<td>19.06</td>
</tr>
<tr>
<td>Tomah</td>
<td>414.68</td>
<td>75.14</td>
<td>237</td>
<td>322</td>
<td>73.12</td>
<td>72.60</td>
</tr>
<tr>
<td>Wausau</td>
<td>154.91</td>
<td>23.75</td>
<td>334</td>
<td>12</td>
<td>134.84</td>
<td>108.60</td>
</tr>
<tr>
<td>Total</td>
<td>$7,804.36</td>
<td>$953.62</td>
<td>14,172</td>
<td>1,598</td>
<td>$4,159.76</td>
<td>$9,642.83</td>
</tr>
<tr>
<td>Gen. Gov. Board</td>
<td>$2,287.83</td>
<td></td>
<td></td>
<td></td>
<td>908.13</td>
<td>$13,372.97</td>
</tr>
</tbody>
</table>

Grand Total

$6,607.94

$23,015.80

$15,613.25 from the Veterans' Fund, and is included in the total of $7,804.36 expended for relief by local chapters—having been sent to them by the Governing Board.

Janesville Chapter

Nelle Murphy, Historian

One of the outstanding activities of the chapter was a pot luck supper held June 2. Mr. Roger Trueman, Secretary for this railroad, gave a most impressive talk on safety, gave statistics on railroad and automobile accidents and cited causes of accidents in the home. Geo. J. Ryan, Thos. Fox, A. F. Ehren, W. B. Wilcox and J. M. Ball spoke briefly. J. J. Dubie, Jr. and Grace Wilcox gave vocal solos. Prose and poetry was in charge of our active and efficient safety chairman, Mrs. J. O'Connor.

In celebration of Janesville's Centennial an elaborate parade was staged July 3. The chapter entered a beautifully decorated float which received second prize.

The ways and means chairman, Mrs. Leavas, directed the sale of tickets for a moving picture, which netted the club $33.85. The welfare chairman, Mrs. Hunter, reported for May and June 25 personal and telephone calls with $27.25 spent for milk and other necessities. Sunshine for pression of sympathy was extended to them by the Governing Board.

Marmarth Chapter

Nelle Murphy, Historian

A SPECIAL meeting of Marmarth Chapter was held in the Club House July 20th, with president, Mrs. Hewitt Patten, presiding. Reports of the various chairmen were read and show much good work being done by the chairmen and committees.

One needy family had been given assistance and made more comfortable with clothes for several children. A floral expression of sympathy was extended to one family and convalescence good wishes sent to two members who had been quite ill after operations.

Reports on the District meeting at Aberdeen May 27 and 28 were given by the president Mrs. Patten and secretary Mrs. Ritchey, and we were convinced it was a very instructive and enjoyable meeting.

And of course, as you can imagine many of us expressed regret we were unable to be present. Congratulations, Aberdeen! We are sure you were delightful hostesses. Our club expresses sincere sympathy to

Thirteen
Mrs. W. B. M. Smith, who for the evening was in charge of Mrs. Patten, and Miss Helen King then delighted her listeners with a reading entitled "Honey." The Social Committee reported the plans for the fall card party and supper which will be held nicely and a good time is anticipated.

Beloit Chapter

Mrs. Willelde McIntyre

The April meeting of the Beloit Club was held at Mrs. Geer's home. Mrs. Geer reported on the work of the visiting nurse, and how seriously the epidemic of measles had been in our city. A business meeting followed. Meeting in May with Miss Margaret Johnson, superintendent of Beldor Memorial Hospital, who gave a talk on the hospital, which our members enjoyed, as on Thursdays, clubs and different churches go to the hospital in groups of ten or twelve new, making bandages of any void with the nurses. Our Beloit Chapter has gone for several years, on dates given there by the nurses. Miss Johnson's talk was of special interest to us.

Abbeirdeen Chapter

Mrs. Charles L. Roland, Historian

With the large clubroom filled with the members and guests, the meeting was presided over by Mrs. Gillick, president, at work from the beginning. Immediately following formal opening, several new songs were enjoyed. Program following included the reading of a short story by Mrs. Mrs. B. M. Smith, who presented Miss Gertrude Herch in two vocal numbers, Miss Maud Rawlins. As Miss Helen King then delighted her listeners with a reading entitled "Money," Mrs. W. E. Geer gave her report on correspondence for the month, total thirty-four letters, five safety first sentiments sent to those ill or shut-in.

Miss Myrtle Brown next reported on the work of the Sunshine Committee, and a splendid balance during the annual play which undertaking was again pronounced successful. Mrs. Zick, membership chairwoman, reported a total of seven hundred fifty-one members to date at this meeting. The real test comes with the new and renewal, it goes getting under way and the constitution is coming in. Last year, lots of groups were given out to these present and many calls are to be made throughout the year. Mrs. Zick, through her enthusiasm, is an excellent leader who devotes to bring membership up to an expected number. Junior members, too, will be welcomed, and especially that we welcome the ever possible those having children will see that they are included. That some future activities be planned for them.

Mrs. E. M. Smith, sunshine chairman, reported and the committee enjoyed. Flowers con­ tained either by phone or personal calls, flowers sent to two shut-ins, one of whom had been ill for four years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated. Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund.

Mrs. Soike also reported that the lunch­ room of Mrs. E. H. Soike, time and details to be announced later. Mrs. Soike reported that the lunch­ room of City Federation was attended by about ninety­two women. This was served by club members of local chapter and a nice amount added to the treasury. One boy and girl (high school) will again receive five dollars each for greatest improvement of the year. A dramatic reading by Joyce Jones, tap dancing by Nina Rath and "Just a Song at Parting," with Mrs. E. C. Moran, Hist, unveiled the tree and held the flag to the question of "here she comes," but it did not work again on the second Monday in September.

Go to the hospital in groups of ten or twelve and sew, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.

Mrs. Mother's Day program followed. Mrs. Janet Schuette of Watertown read a poem entitled "Mother." Betty Harvey gave a toast to the mothers, responded to by her mother, Mrs. M. H. W., to the daughters. A dramatic reading of "From the Shore of a Memory" by Robert Gruene and a piano solo by Maria Scher­ fer. Treasurer reported $290.82 in the treasury, Mrs. Curtis' mother, Mrs. Curtis, together with our pres­ i dent, Mrs. C. E. Hodge, were appointed to purchase the tree, and at the June meeting to dedicate it to the memory of this noble woman.

Treasurer reported a total of thirty­nine families contacted either by phone or personal calls, flowers sent to two shut-ins, one of whom had been ill for four years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated. Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.

Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.

Treasurer reported a total of thirty­nine families contacted either by phone or personal calls, flowers sent to two shut-ins, one of whom had been ill for four years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated. Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.

Treasurer reported a total of thirty­nine families contacted either by phone or personal calls, flowers sent to two shut-ins, one of whom had been ill for four years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated. Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.

Treasurer reported a total of thirty­nine families contacted either by phone or personal calls, flowers sent to two shut-ins, one of whom had been ill for four years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated. Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.

Treasurer reported a total of thirty­nine families contacted either by phone or personal calls, flowers sent to two shut-ins, one of whom had been ill for four years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated. Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.

Treasurer reported a total of thirty­nine families contacted either by phone or personal calls, flowers sent to two shut-ins, one of whom had been ill for four years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated. Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.

Treasurer reported a total of thirty­nine families contacted either by phone or personal calls, flowers sent to two shut-ins, one of whom had been ill for four years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated. Miss Myrtie Brown next reported on correspondence for the month, totaling thirty-nine letters. Mrs. Soike has had an item on safety first at every meeting. Here is a special call for sick during the month, $2.49; thirty­ nine dollars and sixty-two cents, making bandages or any kind of work on the second Monday of each month, and $12.50 from veterans' fund. It was voted to hold Mother's Day meeting in May. The May meeting was well attended and the members agreed to the memory of this noble woman.
Favorite Recipes

Sponge Fritters. Here is something different in the way of fritters, and for a change they do make a hit. Make a sponge, using one-third cup of sugar, scant cup of flour, and salt to taste. When the sponge is thoroughly dissolved, divide into two tablespoons warm water. Let rise to double its bulk. Beat down and add three-fourth teaspoon salt, two eggs well beaten. Beat a soft dough about the same consistency as for biscuits. Let rise again.

Shape into a floured board and roll to one-fourth inch thickness. Cut with biscuit cutter and let rise on the board. Make a dent in each piece, forming a nest, into which melted shortening is poured. Let rise again. Fill each piece and cover over with the un­filled ones. Press closely together and fry. Meat prices do not separate during the frying. Drain on paper and sprinkle with powdered sugar. These are nice for afternoon tea.

Cheese Souffle. In the face of the rising meat prices it behooves the thrifty housewife to consider other energy foods to take the place of so much meat. Cheese is considered one of the best substitutes for meat, and the souffles are one of the most appetizing forms of prepared cheese dishes. Melt one-fourth cup of butter or margarine in a double boiler, remove from fire, and add three tablespoons of flour, blending carefully. Add one cup of milk and cook until thickened. Add one cup of grated American cheese and stir until blended.

Add seasoning with salt and paprika. Beat yolks of three eggs until thick, and poor on the milk mixture, stirring constantly. Beat egg whites until stiff but not dry and fold into the other mixture. Turn into a greased casserole or baking dish and bake in a moderate oven until firm—40 to 50 minutes. Casserole should be set in pan of hot water unless an electric oven is used.

Cheese Pudding. Trim crusts from six slices white bread about one-fourth inch thick, spread with butter or margarine and cut into squares or strips. Arrange in alternate layers with grated cheese in greased baking dish. Have layer of cheese on top. Beat three eggs slightly, add two of one-half cups milk, teaspoon salt, one-fourth teaspoon dry mustard and a dash of cayenne. Pour over the layers of bread and cheese and bake in slow oven for one hour, or until a silver blade comes out clean when inserted in the pudding.

Browned Rice. Rice prepared in casseroles with cheese or lettuce are also a nourishing luncheon dish. For this browned rice melt three tablespoons of bacon drippings or other palatable fat in a large saucepan. Add three-fourths cup uncooked rice which has been thoroughly washed and cook until a golden brown. Add three cups boiling water, gradually, and salt to taste. Cover and simmer without stirring until the rice is dry and flaky. Add grated cheese to taste.

THE PATTERNS

A New Pattern Book

There have been many requests for a general catalog or fashion book to supplement the special booklets. Such a catalog—for fall and winter—was ready August 23rd. This new catalog included 144 pages of original photographic patterns in addition to a complete new showing of Beauty designs. Thus the purchaser will find a selection of patterns, the majority of which will NOT appear in current regular service.

Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

8537. Favorite Frock. Designed in sizes 34, 36, 38, 40, 42, 44 and 46. Size 36 requires 3½ yards of 36-inch material with ½ yard contrasting and 2½ yards of 13½-inch bias binding. Price 85c.


8555. Sports Frock. Designed in sizes 14, 16, 17, 18; 20, 21, 22, 23 and 24 bust. Size 18 requires 3½ yards of 35-inch material with ¾ yard contrasting and 2½ yards of 13½-inch bias binding, with 2 1/6 yards of ribbon for bows and belt. Price 15c.


Northern District—Car Dept.

We ARE sorry to report the death of Mrs. John Graven, wife of John Graven, of South Minneapolis shops, following a long illness.

Our sympathy is offered to surviving family.

Mr. and Mrs. M. D. Jones of Oak Park, Ill., visited at the latter’s parental home, the John Hallbergs, traveling to Minneapolis and return on the Hiawaths.

Mr. and Mrs. Frank Tscholke, St. Paul, visited relatives at Butte and Seattle and also enjoyd enjoying scenery, and are now preparing to entertain their daughter and husband.

Carman Fred Peterson, while enjoying lunch in a restaurant, had his car stolen. It was recovered a few days later with a few articles missing. Mr. and Mrs. Peterson will journey to Tacoma for a vacation and respite from the Minnesota heat.

Bernard Ratwick and daughter returned from a visit at Philadelphia and expect to visit at Duluth shortly.

Many summer visits are being made—Mrs. Henry Meiboker traveling from St. Paul to Los Angeles thence to Seattle and home after visiting friends.

Wm. Horan, wife and son will visit at Montreal, Canada, while attending convention in that city.

Dorothy and Mildred Wachs visiting relatives at Kensington, Kan.

Marcella Heniges visiting relatives at Watertown, Wis., while Mr. and Mrs. visit at La Crosse.
Wisconsin

(Continued from page 5)

now has an important investment in right of way, buildings, and equipment and in some 2,900 miles of main line, sidings and yard tracks. Its payrolls in Wisconsin have amounted to as much as 4,250,000 dollars per year, among some 13,000 persons, about 8,000 of whom were employed in its great shops in Milwaukee. It has purchased from manufacturers and producers in Wisconsin and in neighboring states the amount of $3,250,000 per year. Its tax contribution, largely applied to schools, was over $1,344,000 for the year 1934.

The Census for 1930 showed Wisconsin as having a total population of 2,293,006—of this number about 895,000 resided in cities and villages. The Milwaukee Road serves about 1,393,000 (or 60%) of the dwellers in these communities.

The Milwaukee & Waukesha Railroad Co., successor of the Milwaukee & Waukesha Railroad Co. chartered in 1847, was the first railroad to build in Wisconsin. The first construction in Wisconsin by other Railroad Companies.


The Western Railway Executive Committee, at its fourteenth meeting, awarded the First Annual Railroad Week Award of Merit to the railroads in Sioux Falls for having the best showing for the four weeks of the Western Railway, and it is true that in some of these exhibitions does not always agree with their policies.

It was the General Chairman for these railroads in Sioux Falls. Besides the certificate of merit each committeeman was given a bronze medal for good work, making such a successful showing.

The Manager of the Merrill, Wisconsin Daily Herald, took occasion to ride the Hiawatha one day last month, and as he expressed it on his return home, "he was just so full of his trip, he had to write about it." And this is what he wrote:

"When you are getting close to fifty, it is hard to get a thrill. Of all the new experiences in life it just seems impossible that there should be anything that would stimulate your fancy or feelings, but last week it was our privilege to take a ride on the new Hiawatha train, and that is something.

"We have always been a great admirer of the St. Paul railroad. It was the railroad in our town and it was the first to double track the lines from Chicago to Minneapolis and then push a great ribbon of steel out to Seattle. We have always admired their progress. If we did not always agree with their policies, and it is true that in some of these expansions they may have made errors in judgment. But building this Hiawatha train and sticking to steam power is proving of some interest. Sunday last, the Hiawatha train was crowded with passengers. Saturday evening, the train is carrying an average of 550 passengers a trip, forced into running two sections on some days. If you want to experience a real thrill of the Valley Division train at Newcastle, stand on the platform and watch this giant of steel which reminds you of some prehistoric monster bearing down as it swishes by—its eagerness inspires.
SPECIAL COMMENDATION

The following named employees have interested themselves in securing passenger business for our line and are specially commended for same by General Passenger Agent:

Marian Lynch: 310 N. Union St., Chicago.
H. W. Wales: Room 219, Union Station, Chicago.
E. P. Stelzer: Cashier, North Milwaukee.
G. A. Van Dyke: Superintendent, Austin, Minn.
Napoleon Aitken: Freight Auditor's Office, La Crosse.
R. H. Kearney: Conductor, Perry, Ia.
J. F. Hayes: General Foreman, Roselle, Ill.
John Pfisterer: Station Baggage Agent, Janesville, Ill.
J. F. Lathrop: Traveling Freight Agent, Benzenville, Ill.
Roy Dougherty: Claim Prevention Bureau, Chicago.
Andrew F. Whitehouse: Baggage Agent, Mason City.
John Turner: Thrust Master Mechanic, Mason City.
Amos Treadwell: Clerk, Sheldon, Ia.
Carl Nelson: Car Department, Great Falls, Mont.
Margaret Schneider: District Accountant, Milwaukee Shops, Milwaukee.
Leora Schults: Stationary Department, Milwaukee Shops.
A. Bullock: Claim Adjuster, Chicago.
F. X. Langer: Traveling Auditor, Terre Haute, Ind.
Hitkett Kennedy: Office of Auditor of Expenditure, Chicago.
Lester Worsham: Office of Auditor of Expenditure, Chicago.
P. F. Cotton: Cashier, Fairmont, Minn.
Herman Tressak: Car Accountant's Office, Chicago.
E. J. Robinson: Steward—Olympian, Chicago.
J. W. Kruesi: Conductor—Superior Division, Green Bay.
Tina Langton: Freight Traffic Department, Chicago.
W. H. Kies: Office of Auditor of Storm Troy, Chicago.
W. E. Kells: Night Foreman—Western Avenue Coach Yard, Chicago.
Clarence T. Bickell: Office of Freight Auditor Miller, Chicago.
Nora Miller: Office of Auditor of Expenditure, Chicago.
Mrs. C. Strasman: Office of Auditor of Expenditure, Chicago.
L. L. Lawless: Machinist, Wauwau, Wis.
Arthur J. Rudolph: Machinist, Aberdeen, S. D.
F. J. Mahalek: Traveling Auditor, Aberdeen, S. D.
Hazel M. Kerr: Engineering Department, Chicago.
Mrs. W. E. Munson: Typing Bureau, Chicago.
Dorothy Swanson: Freight Traffic Dept., Chicago.
E. J. McMahon: Engineer, Green Bay.
Mr. Degnan: Operator, Butte, Mont.
Herbert Franzen: District Accountant's Office—Milwaukee Shops, Milwaukee.
H. C. Beekman: Freight狯ger, Superior Division, Milwaukee.
G. R. Hyatt: Engineer—Illinois Division, Chicago.
Hugh McManus: Engineer— Milwaukee Division, Chicago.
L. L. Shaffer: Freight Agent, Joliet, Ill.
E. E. Kolpak: Conductor—Gen'l Car Dep't. Sup., Western Ave., Chicago.
Sophia Walker: Office of Assistant Comptroller, Milwaukee.
Ray S. Mahler: Office of Assistant Comptroller, Milwaukee.
Ed McDade: Conductor, Carman.
Joe James: Eng Foreman, Spokane.
I. B. Thiele: Weighmaster, Spokane.
W. E. Douglas: Locomotive Engineer, Lewiston, Mont.

Operator and clerk, B. P. Dvorak, Clinton, Iowa, was instrumental in securing eighteen shipments of carloads of wool, freight charges amounting to $196.37, from Rochester, Minn., via CGW and our line.

R. K. W. Walker, yardmaster, Muskego Yards, Milwaukee, secured the long haul on six cars of freight and also attracted a large order received by a Milwaukee firm.

W. P. Radtke, rate clerk, Chestnut St. station, Milwaukee, furnished information on a car short hauling us.

Ray A. Fane, foreman, Canal St. Dist., Milwaukee, secured long haul on four cars of machinery.

E. A. Keller, chief clerk, North Milwaukee station, advised of a movement against us.

E. F. Stelzer, cashier, North Milwaukee station, secured three cars of freight moving from southern points. Tour lo n hall.

John Tressel, check clerk, Dubuque freight house, secured three cars of coal, which we wish to load as cargo, would normally have moved against us.

G. P. Hall, roadmaster, Cedar Falls, Washington, furnished tip securing two round trip tickets to Chicago and return.

E. W. Stanger, local freight agent, Chicago, furnished tip regarding passenger going east, and who will use line for part of the distance.

K. C. Division conductor, John Quinlan, secured one passenger, Ottumwa to Waukegan, Ill., our line to Chicago.

P. J. Welch, agent, K. C. Division, secured one round trip ticket, Tacoma to Butte, Mont.

E. W. Mahoney, chief clerk, Milwaukee Shops, secured one round trip ticket, Chicago to Butte, Mont.

Engineer Edward Nelson, River Division, was instrumental in securing six reissue passenger tickets, Milwaukee, in month of July.

Sidney Ingraham, Mason City, son of Superintendent, W. F. Ingraham, solicited and secured a passenger for the Hiawatha, Chicago, July 13th.

F. J. Welch, lumper inspector, Tacoma, furnished tip securing three one-way tickets, Tacoma to Chicago. Mr. Welch also secured sale of one-way ticket, Chicago to Denver, sold to Mr. Ingraham.

F. J. Alleman, local freight agent, Tacoma, furnished tip securing sale of oneway ticket, Tacoma to Albert Lea, Minn. Party will also ship his household goods to same point via our line.

F. J. Welch, lumper inspector, Tacoma, furnished tip regarding passenger going east, who will use line for part of the distance.

K. C. Division conductor, John Quinlan, secured one passenger, Butte, Mont.

By W. E. Douglas, Engineer, Milwaukee.

Operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.

operator, Chief Engineer, Engineer, Milwauk.
any have we ever received from Yardmaster Dickhoff.

Seattle General Offices

M. W. Y.

Bill Murray of A. J. Hillman’s office took off for spawning, Minn., bright and early on the days of his vacation, his objective the Paul Bunyan celebration. He is being held there. Bill says to let his beard grow the minute he left the office and should have a fine exhibit of hirsute adornment by the time he reaches his destination. He is tall, dark and handsome, and they say one day’s growth is worth two new cars.

The boys had been delighted with the idea of attempting to find an appropriate gift for this peppy young fellow, and we were glad to do the job over for Stab’s boys.

The beautiful Lake Ballinger country of Chief Clerk E. M. Shubel was the scene of a very enjoyable birthday celebration. He was born on May 17, celebrating the 96th birthday of our boy, "Stab," as he is known to all his railroad friends throughout the country. Stab doesn’t really claim all those years, but that’s the figure the Seattle Star used in his article, and we’re going to stick to it in their story. At any rate about thirty fell in love with the idea of a Florida trip to broaden the mind, we always say.

I. & D. Items

E. C. A.

O. 0. Griswold, trainmaster of I&D Division, Aberdeen, and family spent a few days visiting at Mason City the latter part of June. A. M. Dreyer, train dispatcher, Party, Jose, Harvey, our statistician, recently adjusted his own economic statistics to the point where a new car was driving. James R. Ludwick, recently agent at Miles City, Mont., and now traveling freight and passenger agent at Tacoma, Washington, was a welcome visitor in the general offices last week. Mr. Ludwick wore an expansive smile and pronounced himself ‘‘delighted’’ to return to the pleasant climate of the Pacific coast.

Mrs. Bernice Runion, the general freight dispatcher, has just returned from a vacation trip to British Columbia. There’s no commercial bit of foreign travel to broaden the mind, we always say.

The general grand view for sensitive option has been well set forth lately by the sartorial elegance of John O’Meara of the Traffic Department. It has not been determined whether this splendor of attire is chargeable to seasonal changes or just a general desire to improve General Office appearance.

A Bed Time Story, or Little Edward’s

Mrs. W. C. Brown, wife of passenger agent in British Columbia, has returned home of Chief Clerk E. M. Shubel, recently spent a couple of weeks at Mason City, is back on the job after vacation trip to British Columbia. Stab doesn’t really claim all those years, but that’s the figure the Seattle Star used in his article, and we’re going to stick to it in their story. At any rate about thirty fell in love with the idea of a Florida trip to broaden the mind, we always say.

The beautiful Lake Ballinger country of Chief Clerk E. M. Shubel was the scene of a very enjoyable birthday celebration. He was born on May 17, celebrating the 96th birthday of our boy, "Stab," as he is known to all his railroad friends throughout the country. Stab doesn’t really claim all those years, but that’s the figure the Seattle Star used in his article, and we’re going to stick to it in their story. At any rate about thirty fell in love with the idea of a Florida trip to broaden the mind, we always say.

I. & D. Items

E. C. A.

O. 0. Griswold, trainmaster of I&D Division, Aberdeen, and family spent a few days visiting at Mason City the latter part of June. A. M. Dreyer, train dispatcher, Party, Jose, Harvey, our statistician, recently adjusted his own economic statistics to the point where a new car was driving. James R. Ludwick, recently agent at Miles City, Mont., and now traveling freight and passenger agent at Tacoma, Washington, was a welcome visitor in the general offices last week. Mr. Ludwick wore an expansive smile and pronounced himself ‘‘delighted’’ to return to the pleasant climate of the Pacific coast.

Mrs. Bernice Runion, the general freight dispatcher, has just returned from a vacation trip to British Columbia. There’s no commercial bit of foreign travel to broaden the mind, we always say.

The general grand view for sensitive option has been well set forth lately by the sartorial elegance of John O’Meara of the Traffic Department. It has not been determined whether this splendor of attire is chargeable to seasonal changes or just a general desire to improve General Office appearance.

A Bed Time Story, or Little Edward’s
for him was to take Master of Ceremonies Archibald along for company. The deputy proceeded to marshal the boys over to his car in spite of the excuses and explanations being offered by Stab, the quality and quantity of which the needed archibald offered him before, according to the officer. H. G. Selby finally took his cue, which was to go out and went over to bail him out, but upon being informed that the amount of bail would be $50,000 and that he must be bailed out in cash, quietly resumed his stall at the banquet table. However, the boys didn't have to spend the night in jail either. They went out to be a hoax, and the deputy at a phony neighbor, who turned out to be another drummer, came in and made the party. The program was then continued, with Assistant Master of Ceremonies Meyer reading a basketful of congratulatory telegrams from friends and well-wishers all over this country. Europe and Africa, in Grant Park, Saturday, July 27th, the Exhibit Supply Company representatives earned a hard fought victory by a score of 4 to 2. Defeat came at the hands of a team that had heads up starting all through the game and our boys couldn't lose to a better bunch. The best of good luck to them. The team left Chicago with a record of eight victories and two defeats. It is fitting at this time of award "One personnel and John and John Stomba with the honorable mention they have truly earned.

On July 24th, the Single men defeated the Married men in the G. F. D. annual district softball game by a score of 11 to 6. Too much credit cannot be given to Captain "Tape measure" Schmidt, who pitched a great game for the Singles, keeping Captain Klosowski and his "bail and chain boys" completely in check. Youth, it appears, must be respected. Ask the "older" boys.

Arrangements have been completed for a three game series between the Milwaukee Road team and the Milwaukee Road District Rotenball Championship. By the time this little item reaches your eyes, at least one game will have been played.

Old Good Dubuque Shops

Lucille Miller

WELL, it kind of looks as though we might have a few items to submit this balance sheet to Augur. In any case, we're not mentioning any names, but a certain young lady who has been prowling around the shop all day and at noon (the boys in love, incidentally) went home without it. As it turns out, only a pleasure for him to walk back and try it all over again. (For quick guessing, he drives a light color Auburn.) Then, too, we have Brother Horsfall, who is worrying whether he is going to get a car since his elephants were carried over to the car by the police.

And we cannot forget to tell about Bill Stratton's trip to Washington. In fact, while there was so complete that he was appointed special officer on the grounds of the Mill Keg Club excursion. (What a week in the right surroundings will do for a guy, eh?) One deck with the biggest cribbage game ever played, and the club, also given by the club, was to be the beginning of a great lifetime. Then there was the group that could tell the depression was over just by the general appearance of things, and the polka, (and only) entertained in its inimitable manner, making everyone feel well acquainted and doing up the fun ones and the lean ones for races, etc. Tony Wagner was there full force; when he passed me he seemed to be engaged in a real charitable act—he was none other than the chief of police, as a matter of fact. And now comes the report of the recitation department picnic. My reporter was right on the job, and he reports as follows:—

Due credit for the success of a picnic always depends on the fact that the real one was in charge (youse guys that useder Dubuque be around town remember what Eddie Widener can fry, let your mouth water as you read this). Yes, Ed E soldiers, and the guests "sit" em, and they tell me some of them wore out shoe leather going back for the eighth helping. Oh yes, the scene was Ed's cottage, and being so close to the river naturally there was plenty of river water, and while Joe Weber was stylish "assistant cook," he was that in name only, and was Ed ever burning up with the bum help he was dumb enough to pick?

The euchre team consisted of Tom Bell and George Finke. One didn't seem to keep his mind on the cards and that put an "old man" on the side, which was a real surprise on the 14th. It was discovered that a "Lawrence Taylor" had been in their midst and not brought forth till the game was over, but as Jack Reed turned out to be the real master in cards, that was fine. Ed was singing but didn't stay wide awake to listen to it—just took a little snooze till it was all over. Then there was the steel gazer, Al Kruse; he counted one million and then started to sing, "The old man's here!"

Patty Homan was betting high, wide and handsome—a real sportsman; Jake Munkmade the play of "nigger in Foley's cornfield"; Earl Thompson assumed the role of Mr. Bologa in a card game and got by with it; "Jackpot" Taft earned a new title for himself on route; "Pokerface" Bilboeck was on the job at calling all bets; Andy Dubmeier acted as chairman of the recreation committee and official greeter, with badge and everything, but, last and decidedly not least, Andy Dubmeier, the man with the big white apron and collar, master of ceremonies de luxe, outside of the city, was the most admired. "Ach, make your site shirt all plain, mighty big mama mean—huh"—that was Andrew Mohr's main speech.

A good time was had by all and the recitation department voted their first annual picnic a big success and agreed on...
SURE-FOOTED and DRY
The Railroad Man's Ideal

The railroad man wants soles that will not slip. Whatever the type he likes best, it must be durable under the extreme demand of railroad service. It should be lightweight and comfortable. "U.S." boots have been standard railroad equipment for three-score years.

SURE-FOOTED
The railroad man wants soles that will not be comfortable. "U.S." boots have been standard railroad equipment for three-score years. The railroad service.

This husky good-looking overshoe is built where sure-footed ness is all important. The upper is tough and fleece lined for extra warmth.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

SURE-FOOTED
The railroad man wants soles that will not be comfortable. "U.S." boots have been standard railroad equipment for three-score years. The railroad service.

The division takes the opportunity to welcome to our midst Mr. H. B. Christiansen, who has been transferred to the T. M. as division engineer, succeeding W. E. Ring, who was transferred on August 1st to the next-door neighbor, the H&D, Mr. Christiansen before his transfer to this point was division engineer at Marion, Iowa.

Another new arrival in the engineering department is V. E. Olson, formerly of Aberdeen, S. D., transferred to this point as instrumentman, succeeding H. L. Fitter, promoted to asst. engineer.

Our heartfelt good wishes and congratulations to our friend, Charles H. Tuster, who received news August 1st of his promotion to the position of division engineer at Mason City, Iowa.

Seems we have been welcoming not only some new arrivals, but a lot of native sons who have been sojourning in furin' parts for quite a spell. Dave Haggerty, for instance. Dave has just come back to the division from his job as Relief Administrator at Kispeli, having not word some place that there would be a dispatcher's job open for him when the temporary dispatcher's office is opened at Moberg.

Opening the dispatcher's office at Moberg brings to mind that there ought to be a little business on the division this month. In fact, just a moment's thought shows that three G-8 engines are on their way for use on the branch lines to bring the grain down.

Around this time of the year several of the boys are either going on or coming back from their vacations. But two weeks, of course, doesn't seem to change them very much. The Artfield Runnings and men are at the present not vacationing, stopping in Minneapolis points. out Chaska way, St. James and Minneapolis. The Bryan Nielson's from the ticket office are also on a vacation in Duluth, Minn., and Milwaukee. Will, soon be the warden job during E. C. Olson and son who expect to get there in the next few days. (The folks seem to be taking their families with them this year.)

An exception to the rule is Mrs. H. J. McPherson and daughter, Barbara, who left about the first of the month for the coast to get cooled off, leaving HA.M. to keep the home fires burning. It was just their luck to run into some of the hottest weather the coast has had in a good many years. File clerk, Adolph Currie, and wife who have just returned from the coast and in between points, to enjoy the 109 temperatures in the old home town.

Operator R. T. Wilson has been working temporarily in the relay office at Miles City the past month.

Word comes to the office of the passing of the mother of Conductor W. E. Fairchild at Elwood, Neb., on August 12th. The sympathy of his many friends on the division is extended to him in his loss.

Note a cut of gondolas going past the office, and bring to mind that the best movement will be on us very shortly, and from the looks of things it'll be a fine crop.

With probable rain being pretty fair this fall the extra list of firemen and brakemen in the smoke shop into the office to get lined up on their examinations, etc., so they can see their name on the payroll again before the middle division, as well as the other workmen on the branch lines to bring the grain down.

The number of his friends and associates who attended his funeral services in Miles City on August 10th, and followed his remains to their resting place, attested to the high respect and esteem in which he was held during his lifetime.

To the family of brakeman William E. Adus of Harlontown, the sympathy of the division goes out to them in the loss of this employee.

Compiled by
G. H. M.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.

"U.S." PATROL
This red-soled, heavy, durable rubber sole has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

"U.S." PORTLAND
This husky good-looking overshoe is built with an opanate sole and extension heel for heavy wear. The sole pattern prevents slipping.
to get considerable extra running so made
the change to be available for service on
the board at Des Moines.

Engineer W. H. Young and wife, ac-
companied by Mrs. Wallace Shipton, had
a nice motor trip to Canada in July and
August. They had only been home a few
days when they were called to Hiawatha,
Kansas, by the death of Mrs. Young's aunt.

Steel gang road master W. A. Moberly
had his foremen, while at Perry, were
ordered to a dinner by the officials of
the division. The affair was a friendly
get-together for the foremen for having
reached the Perry terminal with the steel
gang without a reportable or lost time in-
jury. The affair was greatly enjoyed by
Mr. Moberly and his foremen and time
keepers.

A young son of John Harrison of the
Perry round house force has been quite
seriously sick and was taken to the Uni-
versity Hospital in Iowa City the last of
July for treatment by specialists.

Mrs. Charles Reber, widow of one of the
Iowa division conductors, died at the home of her daughter, Mrs. William Barth, in Perry the latter part of July.

Mrs. Reber has been making her home
with her daughter the last few years as
her health has been failing. Funeral serv-
cices and burial took place at Marion. A
number of Perry friends accompanied the
funeral party to Marion.

Mrs. H. G. Pulliam, wife of one of the
Milwaukee division engineers, passed away
on July 26 at her home, Des Moines, death
resulting from a serious illness.

Mrs. Deitrich of the Des Moines division
office, was married July 23rd at Des
Moines and Mr. Banyard was written a
very nice letter commending him for his
thoughtfulness in notifying the crew of the
water trouble.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

in July for treatment by specialists.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.

resulting from acute heart attack.

Beverly Ann, the five-year-old daughter
of engineer P. A. Anstine, died at the hos-
pital in Perry the latter part of July fol-
lowing an emergency operation for a ru-
pertured appendix.

Barth, in Perry the latter part of July.

funeral party to Marion.

mined appendix.
LOCOMOTIVE Driving TIRES
Forged and rolled from solid billets of selected steel, uniform and dense metal structure throughout.
Improved physical properties.
Conform with approved and required specifications.
Manufactured by
Taylor Forge & Pipe Works
14th St. and So. 49th Ave., Cicero, Ill.
Distributed by
WILSON ENGINEERING CORPORATION
122 SO. MICHIGAN AVE., CHICAGO

LOCOMOTIVE:
FEED WATER HEATERS
(The Locomotive Water Conditioner)
SLUDGE REMOVERS
BLOW-OFF COCKS
CENTRIFUGAL BLOW-OFF MUFFLERS
Manufactured and Distributed by

America's Preferred Railroad Watch...

American Preferred Railroad Watch

HAMILTON
992 Elinvar

This tag identifies the genuine Hamilton
992 Elinvar, True Mark 'Elinvar' Registered

Exclusive licensee under United States 'Elinvar'
Patents No. 1,313,291 dated August 19th, 1919
and No. 1,454,473 dated May 8th, 1923.' Hamilton
Watch Company, Lancaster, Pennsylvania.

Sealed for Your Protection

LUMBER
FOR EVERY PURPOSE
We can fill your lumber requirements,
no matter what they may be.

Service on the part of the Ottumwa local committee during recent railroad week
was received on August 8th by Superintendent Given, signifying that the Ot­
tumwa committee was selected as the one in the state of Iowa which planned and
executed the most complete program of activities. Mr. Given was also the re­
cipient of a bronze medal in commemora­
tion of the part participation in making a
success of the first annual railroad week.

Mr. and Mrs. James Morlock and two
grandchildren visited in Urbana, Ill., in
the home of their son. Upon returning to
their home they were accompanied by
Helen Morlock of Urbana, their grand­
daughter, who will spend several weeks in
Ottumwa as a guest in their home.

Mr. and Mrs. John Sanford spent two
weeks in July at a summer resort in
Glenwood, Minn., and reported a most
enjoyable vacation; fishing, swimming,
golfing and dancing.

On July 18 Wm. Wendell, wife and
three daughters departed for California
to remain a month. They were to visit
with relatives in Pasadena, Los Angeles
and Long Beach and attended the ex­
position in San Diego; their itinerary in­
cluded a boat trip from Los Angeles to
San Francisco.

Mrs. Joe Power, daughter and son
spent the summer with relatives in Seattle.

On August 6, 7 and 8 Mrs. A. M. Jack­
son attended the Grand Lodge meeting of
the Pythian Sisters of Iowa, held in
Waterloo.

Chief clerk, John W. Sowder, suffered
a heart attack on Sunday, July 28, and
for several days was a patient in the
Ottumwa hospital and is now at his home
recovering.

Mrs. J. W. Sowder, Mrs. J. H. Ryan and
daughter, Mary, recently returned from
Williamsburg, Ont., where Mrs. Sowder
was a patient of the famous Dr. Locke, arthritis specialist. They
have benefited from the treatments and
we hope will soon fully recover.

Mrs. J. Reed and children spent the
week in early August visiting relatives
in Missouri.

Agent J. W. Calvert was on duty ac­
count illness. He recently spent some
Time in Excelsior Springs taking a rest
and vacation.

Iver Carlson of the Ottumwa freight
house was on a vacation in July. He and
his family were in Gary, Ind., as guests
in the home of the parents of Mr. Car­

Train baggage man, A. G. Osborn, and
wife reported having had a wonderful
vacation in Minneapolis and Hackensack,
Minn., in July.

Extra gang foremen F. D. O'Donnell
and M. F. O'Donnell were patients of the fa­
nous Dr. Locke, arthritis specialist. They
have benefited from the treatments and
we hope will soon fully recover.

Agent L. H. Wilson motored to Mis­
ouri and all indications are that he had
an ideal vacation.

A bachelor of science degree in educa­
tion was received by Helen Niman on
August 9, when she was graduated from
Drake University, Des Moines. She is
the daughter of dispatcher John Niman.

Mr. and Mrs. James Morlock and two
grandchildren visited in Urbana, Ill., in
the home of their son. Upon returning to
their home they were accompanied by
Helen Morlock of Urbana, their grand­
daughter, who will spend several weeks in
Ottumwa as a guest in their home.

Mr. and Mrs. John Sanford spent two
weeks in July at a summer resort in
Glenwood, Minn., and reported a most
enjoyable vacation; fishing, swimming,
golfing and dancing.

On July 18 Wm. Wendell, wife and	hree daughters departed for California

Twin City Terminals Division
J. P. G.

A GENT L. P. BEAUDETTE at Minnehaha
is taking his first vacation since 1922.
Agent L. P. Beaudette was away for a
ten-day leave of absence recently from the
station at Mendota. Mr. Beaudette, as

The Webster Lumber Co.
2522 Como Avenue, West
ST. PAUL, MINN.

Twenty-Nine
You may know, is some eighty years old and has been agent at Mendota for fifty-four years and is still going strong.

Yardmaster Ed Hoff, who lives out south in Bloomington, has got himself a new Ford V-8 coupe that doesn't waste much time getting him from the Upper Yard to Bloomington, and vice versa.

T. J. Tadsen, chief clerk in the engineering department, is a member of quite a family. He is one of ten children, all born at Brownton, Minn., which is out on the M&D Division, and when one of his younger brothers got married a month ago it meant that all ten children are married. Well, and has been agent at Mendota for fifty years and is still going strong.

Mr. John Kendall was a caller at the depot recently and his many friends were glad, indeed, to see him.

Another recent visitor at the depot was Jimmie Morris from St. Paul. He is reported to be in the best of spirits and everyone was glad to see him looking so well.

There have been some reverberations from the statement published here last month about the poor results obtained by the Iron R. W. D. on recent fishing expeditions, and we heard indirectly that he was going out and catch some fish and bring them down to the depot for some of you to take home, thereby stilling for all those false rumors about his fishing ability. If this is true, George says Walter Anderson will be in with arrest for operating a minnow in Birch Lake, using a hook and line—but that four pounder Walter had was quite a large minnow.

There are still throngs of people down through the depot daily to see their friends out at the M&NW train, and some continue to increase in the public's favor and, of course, are patronized accordingly.

Mr. R. J. Roberts has just returned from a tour of the East full of vim, vigor, and vitality. R. J. says he can't decide what he liked best about his trip, but enjoyed swimming at Atlantic City, seeing F. R. at Washington, meeting up the Hudson to West Point, and looking over Niagara Falls. Mrs. Roberts and their daughter also made the trip.

The grain crop is starting to move and the number of cars of new grain received Minneapolis daily is getting around the 30 mark. Prospects are good and everyone hopes the harvest will be a big one.

“S.C.D. Office on the Air”

Vacation News Items:

Mr. Deppe and family spent part of his vacation in “The Big City”—New York—and at Niagara Falls and Canada.

A. C. Schroeder and family took a trip through the states of New York and Maine, Canada, etc.

Joe Haas and Jack Bremer with their families went on the northern part of the state. I haven’t heard about any of the big ones that got away. Evidently they didn’t do much fishing.

Leona went sightseeing on the west coast and up in Canada at Lake Louise.

Dick went to Oregon to see his mother and sister and then, in order not to slight his sister who lives in California, he flew down there from Oregon. He enjoyed the seven-hour trip by plane and says it sure saves time to travel that way.

Herman and family went to Terre Haute to visit his parents and brother and see some of his old friends “on the banks of the Wabash far away.”

Edith took her gas buggy for a work-out through the state and was having a grand time when, BANG—a blow-out to spoil his otherwise 100 per cent outing.

Bill says he didn’t go anywhere much, but did you see what he brought back? Bill arrived at the office the Monday following his vacation with a white linen coat and trousers, and did he attract attention! I’ll say he did.

Edith spent her time with friends in northern Wisconsin and down in the state of Iowa. Well, as the little boy said who had just finished his candy, “that’s all there is—there ain’t no more.”

West Coast Notes

ROBERT ECCLES, son of Chief Clerk "Jim" Eccles, had the misfortune to break his right arm in two places when at summer camp recently. He was taking part in some exercises and stepped into a hole that was covered with grass. Robert is getting along nicely.

The brother of Section Foreman James Boland passed away at Seattle July 19. Miss Mary Ryan, sister-in-law of Timber Inspector Frank Welch, passed away July 22 after a brief illness. Her remains were taken east for burial.

R. L. Janovsky, nephew of Albert Janovsky of the Accounting Department, Chicago, was invited to another one of his instructive visits recently.

The brother of Section Foreman James Boland passed away at Seattle July 19. Miss Mary Ryan, sister-in-law of Timber Inspector Frank Welch, passed away July 22 after a brief illness. Her remains were taken east for burial.

Morden Frog & Crossing Works

The NO-OX-ID Method

The NO-OX-ID Method of Bridge Maintenance Sustains the Safety Factor. No Metal is lost. NO-OX-ID is easy to apply and 60% more maintenance work can be done without budget increases. Bridge maintenance engineers are investigating and adopting this method. Your inquiry is invited.

DEARBORN CHEMICAL COMPANY

310 South Michigan Avenue, CHICAGO

The Morden Adjustable Rail Brace

Standard on the

Chicago, Milwaukee, St. Paul & Pacific R. R.

Morden Frog & Crossing Works

Chicago

Creosoted and Zinc Treated Materials

Wood-Block Floors Paving Blocks Bridge Timbers Piling Ties Lumber

We are equipped to handle all Standard Methods of Treatment, also Adzing and Borating of Ties

Built and operated first treating plant north of the Ohio River, year 1874

Indiana Wood Preserving Co.

Chicago Office: 111 W. Washington St.

Plant: Terre Haute, Ind.

Twenty-three
From a certain book of travel on Tibet we take this story, which is not the end of interesting stories, we hope, as we shall be of interest to our readers, considering the prominence of our modern "share-the-wealth" plan.

"A Tibetan king, Mu-ni Tsamp-fo, manifested the despotism and spirit inherent in the Tibetan character by dividing the wealth of the country equally among all the people. The equality, however, soon vanished. It was done a second time, with the same result. Yet again it was done for the third time, but it was found that the inequalities had become worse than ever, for the poor, being indolent during their time of ease, had lost the habit of working. After the third effort the king's mother, who disapproved of these experiments, poisoned her son."

It may be added, to show how old our so-called "modern" ideas are, that this king lived as long ago as 790 A. D.

WILLSON PRODUCTS, Inc., Reading, Pa.

Iowa and S. M.

Y. J. W.

We were very sorry to hear of the passing of veteran track foreman Frank Wild of Maseapa, who died at his home in Maseapa August 9th following a short illness. Mr. Wild was 72 years of age and in May of this year completed 46 years of service with the company. We were also sorry to hear of the death of engineer Alfred Mitchell, who was accidentally killed July 29th. Mr. Mitchell was working on his car and the top of his head came in contact with a worn extension cord he was using. He was 46 years of age and had been an employee of the company since November 1919, when he entered service as a fireman. He was promoted to engineer in August, 1929.

Deepest sympathy is extended to the George Vandenberg family in the loss of their daughter, Luella, who passed away very suddenly August 13th.

Engineer August Damm returned August 11th from a two months’ trip to Norway.

Supt. and Mrs. G. A. Van Dyke returned August 14th from Mr. Van Dyke’s two weeks’ trip to California, where they enjoyed a visit with Mr. Van Dyke’s mother and spent a few days at the San Diego Exposition.

Conductor Lester Ferris and family returned August 12th from a fishing trip to Kabetogome Lake and we have first hand evidence that the fishing was good.

Babe Swank of the superintendent’s office also reports good fishing at Lake Mills, Lake Perry, and Lake Utica.

Dwight “Tang” Kneiskern spent his vacation down on the farm near Beeman, Iowa, and reports that barley running, as usual for the past several years, was 1,000 bushels to an acre.

Ray Hoffman, of the engineering office, left August 17th for a visit with relatives in Montana.

Agent N. C. Putnam of Lyle expects to leave for International Falls August 20th, and operator Sherman Rowe of Northfield expects to leave the 18th for the Pacific Coast. These two gentlemen expect to get the jump on the hay fever.

Agent H. H. J. Roek is enjoying his vacation. We have no word from him but we should have a least one good fish story next month. Maybe he is rabbit hunting again.

Chief dispatcher E. E. Valentine and family are spending their vacation motorining in Northern Minnesota and Wisconsin. Conductor W. J. Heeble returned from his vacation in Northern Minnesota and Wisconsin the latter part of July and is enjoying himself by the cooling waters of a Wisconsin lake so we got back into the golf game we can assure you that "Re. men" has developed the champion "apple" knocker of all time.

Chicago Terminals

Guy E. Sampson

Yes, we are up and missed out on our items for August, but not intentionally. As your correspondent left the Terminal June 7th for Los Angeles and stayed there until after the middle of July, we just missed the August issue with our contributions. But believe me Mr. Littell we had a wonderful time and a grand opportunity to study the safety habits of railway employes on other roads. We found on every road we traveled over that the employes are becoming more and more safety conscious every day. A traveler is reminded all the time to watch his step and take no chances whereby he may be injured.

On our return we found train director Kirby Swagger of the railroad was enjoying himself by the cooling waters of a Wisconsin lake so we got back into the golf game we can assure you that "Re. men" has developed the champion "apple" knocker of all time.

Twenty-four
tended to Illinois division engineer Ross Wheat and his family on the untimely death of their son and brother, Ross Wheat, Jr. The last lady employe at the Northrup office has left and now "Men Only" are in command there. Anna Schultz, who had been employed in that office about 7 years, in fact ever since she finished school, severed her connection with the Milwaukee July 31st and will reside in Los Angeles, where her husband is a position. The best wishes of all go with them to their new location.

Robert Humphrey, former secretary to the late E. F. Rummell, and later employed in our Butte, Mont., office, has been assigned to the position made vacant by Anna's resignation from the service.

Switchman Malcolm Wiltse and wife are sojourning along the western coast this month. Their plans when they left took them to Seattle, Frisco, Los Angeles, San Diego, Kansas City and back home. Expect to be absent several weeks.

Mrs. Clarence Waldron has returned from Colorado Springs where she spent a few weeks visiting.

Car department employe John Hayes, his wife and their daughter have gone to Missouri for an extended visit.

Mr. and Mrs. John Wolff are vacationing in Canada. Doesn't look like the drinks over the line had anything to do with John visiting Canada as he waited till prohibition was a thing of the past in our own country before going over there.

Miss Bernice Holquist, daughter of contractor John Holquist, is enjoying a visit to relatives in Worcester, Mass., at the annual home coming, Aug. 11. All report having had a wonderful time as all the old and young always attend.

Yardmaster Jesse Capoot enjoyed his vacation the fore part of July, Wm. Hands relieving him. As soon as Capoot returned Hands slipped away to Eau Claire for a few days and when he returned yard master Wm. Teeson went on vacation. Hands relieving. Well, annual vacations will soon be over for this year and everybody will settle down for another, we hope successful, year's work for the old Milwaukee railroad.

Harrold Tolland, whose father was a

LOEFFELHOLZ CO.

RAILROAD CAR HARDWARE
CAR LIGHTING FIXTURES
CONNECTORS

300 South First St. Milwaukee, Wisconsin

Serving the Milwaukee Road's urgent needs for STEEL

has been our privilege for many years

A. M. CASTLE & CO.

Makers of "The Milwaukee" Lite Cote Welding Wire.

CHICAGO

[Advertisement for Lava Soap and Lava Car Wash].

It's so easy to see why more railroad men use Lava than other soap. And it's so hard to see why every railroad man doesn't use it. For Lava gets even ground-in grease off your hands—even in cold, hard water. It gets you home earlier because it works so fast. It saves you money because it lasts so much longer than ordinary soap.

And Lava can't redden, roughen and crack your hands as some "cleaners" do. Lava's glycerine and soothing oils protect the skin, actually help heal up little nicks and scratches.

Are you one of the few railroad men who don't use Lava Soap? Then get a cake tonight, try it tomorrow, and you'll be a Lava user, too.
Here Goes THE 48 Trip TO THE WASH TUB

I'M ALL THROUGH MY STARCH AND FILLER MELT AWAY IN SOAP AND WATER

MORE YARN IN EVERY INCH OF ONE DEN! - IT WON'T WASH Thin and Flimsy! 48 trips to the washtub and ordinary overshirts dote and flabby after just a few washings! Lee denim is made from true long staple cotton, with 116 extra feet of yarn, thus making it far harder for your oversides to be relieved by H. C. care. Wear your railroad emblem on your Lee Authorized Railroad Emblems. Fast Colors, Swiss Embroidery, All Railroads. At Your Lee Dealer.

Lee OVERALLS


WEAR YOUR RAILROAD EMBLEM ON YOUR LEE
Authorized Railroad Emblems. Fast Colors, Swiss Embroidery, All Railroads. At Your Lee Dealer.

THE MILWAUKEE ROAD DEPT.

Wish your friends to send you Lee denim sample and name of nearest dealer.

FAMOUS DR. GRABOW PIPE NOW

A Sweet, Dry, Healthful Smoke from the first draw!

Satisfies, with ordinary pipes! Not a "gadget" but a real improvement that thousands of smokers are finding useful for... Even if you customarily pay much more—TRY a Doctor Grabow for the comfort-smoke your life!

Special Dr. Grabow Pipe, finest imported briar, $1 Deluxe Dr. Grabow, natural select grade, $1.50 Write for illustrated folder. Make check payable to M. LINKMAN & Co.

M. LINKMAN & Co.

1150 Fullerton Ave., Chicago.
Mr. and Mrs. James Tobin of Marion had a couple weeks' vacation the latter part of July during which time they spent a week visiting Mr. Tobin's old home town, Columbus, Wis. Lineman J. R. Long looked after the wires during Mr. Tobin's vacation.

The rail laying and graveling on the Eastern division was completed August 10th and foreman Malpas and gang continued graveling west of Atkins. B. Christianson, division engineer headquartered at Marion, has been transferred to Miles City, Mont. His departure is greatly regretted by the many business associates he has contacted on the division and at Marion. Previous to Mr. Christianson's departure there was a division staff meeting and an adjournment was had at noon, when the entire party of fourteen attended a luncheon given in honor of Mr. Christianson with many expressions of good will and best wishes. He was presented by the staff with a zipper traveling bag, toilet set, and a safety razor outfit. Later the engineering department force presented Mr. Christianson with a fine golf bag and a complete set of clubs. Mr. Christianson left for Miles City, Mont., the latter part of July. We assure him that he and his estimable family have won for themselves a warm spot in the hearts of many friends and neighbors during their six years' residence at Marion.

Mr. and Mrs. H. C. Van Wormer of Marion returned from a month's trip at Lake Pequot, Minn., July 25th. Mrs. Van Wormer has returned to Lake Pequot for longer stay.

Mr. and Mrs. L. G. Dove and daughter Nadine of Marion went to Salem, Oregon, July 20th for several weeks' visit with relatives. David S. Stewart, 72, of Marion, died at his home Friday, July 19th. Funeral services were held here July 22nd. Burial was made at Oak Shade Cemetery.

Mr. Stewart was a member of the Milwaukee Veteran Employees Association and of the I. O. O. F. Lodge. He was a faithful employee of the Milwaukee Road for many years and has made many friends who regret his passing and who extend their sympathy to the surviving members of the family.

Agent A. J. Campbell of Atkins laid off a week or so early in August, W. D. Black relieving.

First trick Sabula Bridge operator F. W. Florares was away on a vacation early in August, Fred Day relieving.

Mrs. H. B. Christianson and son Elmar of Marion went to Texarkana, Texas, July 12th, where Mrs. Christianson's father, H. M. Zink, prominent citizen of that city, was fatally injured in an automobile accident, later passing away. M. B. Christianson of Marion left Marion July 18th to attend the funeral which was held Saturday, July 20th.

A. Kullander of Marion went to Kansas City for a week end early in August accompanying his son who was motoring to Denver.

Telegraph inspector R. C. Blakeslee of Milwaukee was in Marion on business August 19th.

W. D. Schesser has been acting agent at De Witt for some time.

Joseph Sanborn of clerical department, superintendent's office, Marion, has been on a sick leave for ten days. Kell Lotihan is doing the relieving.

Mrs. Minnie Adams of Marion died Wednesday, July 21st. Funeral services and burial were held at Chestnut Park Cemetery, Savanna, Ill. Mrs. Adams was the mother of engineer Amos Monthie. The sympathy of many friends are extended to the bereaved family.

Mr. and Mrs. Will Barth and daughter, Marian and Gilbert Smith of Perry and Mrs. Moss Hunter of Savanna were the guests of Mrs. Neatle Northern while here attending the funeral of Mrs. Northern.

Harry Van Fossen of Marion has returned from California and has taken the

**BINKLEY COAL COMPANY**

Ships, every year, over a million tons of coal and coke over the Milwaukee Road.

From 26 coal mines in 14 seams. From 2 briquet plants and 1 by-product coke plant.

A great many people must like our fuel and service. Anyway, we appreciate every order and try to take good care of it.

**BINKLEY COAL COMPANY**

230 North Michigan Avenue  
Chicago

Branches in Minneapolis, St. Louis, Indianapolis.

**EDGERTON**

**SMOKING TOBACCO**

“More Smoking Hours Per Tin”

Twenty-seven
Marion relief job which provides a few days' employment a week, relieving Emmie Greenfield.

Miss Lucille Marie, daughter of Mr. and Mrs. Fred O. Holinger of Marion, was married to Robert Ronald Foster of Denver, Colo., August 17th. The Milwaukee Employees Magazine extends best wishes. Mr. and Mrs. Le R. Holinger of Marion have moved to the farm home of her parents near Mt. Vernon. Mr. Holinger has taken a leave of absence for ninety days from the night ticket job.

Mr. and Mrs. Ernest Failor and family of Perry have moved to Marion. Mr. Failor has taken the night ticket job.

Mrs. O. H. Poehlman of Marion early in August went to Elgin for a week's visit with her daughters, Mrs. Carl Fate and Mrs. George Wien.

Mrs. Gertrude Foster and Mrs. F. W. Michael of Minneapolis motored to Marion and spent the week-end July 25th with relatives. Mrs. Foster is the wife of the deceased superintendent, J. H. Foster. Mrs. Michael is a sister.

Mr. and Mrs. R. J. Kendall of Marion returned home July 25th, after a motor trip to northern Minnesota.

It gives much pleasure to Marion friends to note the recent promotion of Arthur Daniels of Marion to St. Louis, superintendant, maintenance of way, of the Milwaukee Road. Mr. Daniels visited briefly with relatives at Marion July 25th, and Mrs. Daniels and their son Lowell, who accompanied him, remained for a week longer.

E. C. Fox of Marion entered the company hospital at Chicago July 31st for continued treatment.

Conductor C. R. Cornelius on run Council Bluffs to Marion and return on Nos. 4 and 3, laid off for several weeks' vacation August 15th. On his trip east he will visit his brother, Col. Augustus A. M. Corneliu's, in Washington.

Conductor Tom Costello is doing most of the extra work on passenger trains.

Trainmen E. E. Godwin and wife have moved from Council Bluffs and now reside at Marion.

Wisconsin Valley Division Notes

The reports received from the various resort owners indicate that the fishing has been generally good throughout the summer. The water conditions have been excellent in most places. The fish are biting. The Fish-Talk—Number 110—of July 7th shows that 5,052 pounds of fish were caught during the week.

Mrs. Jay Cameron is recuperating at her home after an operation which she submitted to during the month of July. Mrs. Cameron's mother, Mrs. D. O'Brien, visited at Wausau with relatives for several days recently. Mr. John Bernard of Necedah, father of Mr. W. J. Bernard of New Lisbon, passed away Monday evening. August 13th. Funeral will be held at St. Francis church at Necedah Friday morning, August 16th. The Division employees extend sympathy to Mr. Wm. Bernard and family.

Advertising that pays: A Minocqua returning one day during the week from Milwaukee got into conversation with a conductor on the main line of the Milwaukee Road. When the conductor learned that the passenger was a native of Minocqua he went on to tell that he vacationed there during the Fourth of July and how much he enjoyed it all. He said he especially enjoyed the boxing show on the evening of the Fourth and that he had not seen anything any better in the larger cities. He is planning to spend his next vacation there and is looking forward to it anxiously.

The Cincinnati Times recently contained a very lengthy item in which Northern Wisconsin is being a great playground as well as one of the best places to fish, quoting in part, "Wisconsin is everyone's vacation land, the thousands of beautiful lakes, the pine woods, the great fish, the woodland trails are all there, fast trains, service, air-conditioned cars and low fares have brought the fishing party and modern resorts have made the land a summer paradise. Travel to and from the north woods has become a part of the outing. The heart of these resorts runs from Tomahawk north to Lake Superior, with the towns of Tomahawk, Hayford, Arbor Vitae, Sayner, Plum Lake and Star Lake the principal Wisconsin resort centers which places are comfortably reached over night from Chicago via the Milwaukee Road."

Notes from the Local Freight Office, Spokane, and the Coast Division, East

We greatly regret having to chronicle the death of Mrs. McCallagey, wife of conductor George Featherston, on July 30th, at the family residence in Spokane. Besides her husband she survived by a son, a brother and two sisters. Funeral took place on August 1st.

We also regret the loss of Mr. and Mrs. Ernst Failor and family of Marion, who visited the family in offering our sincere sympathy to the sorrowing survivors. Mr. Failor has taken the night ticket job.

Mrs. Fred Carlson, the water service man of Marion, died recently, and the operation was successful and he is getting along very well. We trust that he may soon be able to see us as we saw him a few weeks ago.

Mrs. McGinnis, wife of our crossword puzzle expert, car inspector Henry McGinnis of Spokane, left about the middle of July for a visit to her old home at Sante Haute, Indiana, and to Bedford and other places in that vicinity. She expects to be there for six or eight weeks and then return with her husband when he comes back from the Carmen's Convention at Montreal, to which he has been invited. In the meanwhile, Mr. McGinnis, a loyal and popular member of the local lodge, is leading a lonely life here. Occasionally, going up to his ranch in the mountains of northern Minnesota to visit his relatives, he is always happy, going out with his horse and swamping stories with his fellow Hoosiers about old times in Hoop Pole Township, Posey County.

We regret to note that Mrs. McCaughey, wife of equipment maintainer at that point, has been of late and still is a victim to rheumatism, which interfered considerably with her presence for Mr. McCaughey's recent vacation. We hope that the ailment may soon be remedied.

We offer our sympathy to engineer L. J. Dulk, who was recently called to his old home in Michigan by the death of his father. Mr. Dulk had an opportunity of seeing his own Charlie Schleusner, who is still acting as traveling fireman and instructor on our new flier, the Hiawatha. Mr. Dulk says that the engines are fully up to expectations and that there is a great rushing of the public for this train in both directions. It seems as though Mr. Schleusner might remain for some time in his visor position on this run and nature.

The Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
122 South Michigan Avenue
Chicago, Illinois

Twenty-eight
Coast Division locomotive men are pleased that one of them should have been selected for this important job and that he is making good on it.

Engineer Clarence Norton was recently called to Seattle by the illness of his mother, but we are pleased to hear that the lady was much improved at last accounts. Engineer Bill Emerson was also called to the Coast by sudden illness in the family but we have not learned the details at this writing.

Engineer W. C. Simms is now running on Nos. 293 and 294 between Metaline Falls and Spirit Lake.

Fireman Dave Stocking at this writing is out on a fishing excursion to Priest Lake and other famous resorts thereabouts. Doubtless he will have record catches to report; we hope to hear all about his success before our next issue.

Engineer W. G. Sisson is now running on Nos. 293 and 294 between Metaline Falls and Spirit Lake.

Fireman Dave Stocking at this writing is out on a fishing excursion to Priest Lake and other famous resorts thereabouts. Doubtless he will have record catches to report; we hope to hear all about his success before our next issue.

City freight agent J. C. Paige of Spokane and Mrs. Paige are away at present on a vacation trip to Bellingham and the Islands and to Portland. We trust that they had a good time and return to Spokane with new vigor.

John Stilz, popular member of the switching forces at Spokane, and all the family, went by train in the latter half of July to visit John's boyhood home near Amboy, Illinois. He left the family enjoying themselves on the farm as much as the exceedingly hot weather permitted, while he went on to Detroit where he took over his new Plymouth car and drove it back by easy stages, picking up the family and coming west via the Black Hills. Unfortunately the children presented the party from visiting Yellowstone Park as they had planned to do. Aside from this they enjoyed the trip very much and John has much to tell of the automobile center and of conditions in the Corn Belt, but upon the whole all were as glad to get back to our more reasonable climate as his friends were glad to welcome John back.

Our magazine is evidently widely circulated, we are pleased to note. The other day Harry Hill, the popular car clerk at Spokane freight office, received a note from Virgil Morss, who was formerly with the Railway Express Agency division headquarters at Spokane but is now connected with the general office of that service in New York City as a publicity artist. Mr. Morss enclosed a cartoon showing a fisherman admiring his catch, a huge fish little larger than a minnow, and estimated that thanks to our magazine he is quite well informed of the exploits of our local fishermen, especially Harry Hill. We appreciate Mr. Morss' friendly interest in his old associates here, even if he does poke a little fun at them, but we may promise him that he is apt to hear something really good about the next expedition of our piscatorial artists. In the meanwhile we hear from reliable sources that Mr. Morss recently went on a fishing trip to what the New Yorkers fondly believe to be real fishing country in the North Woods but that the results were nothing to rush into print about; so honors are even so far.

Phil Sandberg, engine watchman at Metaline Falls, is off at present for a month's vacation; his place is being filled by Tom Barnes of Spokane. Roundhouse Tom has a reputation as an expert swimmer and we shall doubtless hear of his
our best wishes for his early restoration to health. He was relieved by J. H. Maddox.

Bill. recently enjoyed an automobile trip to St. Louis and returned in good time and having seen more of our friends in the city, to see Mrs. Cecil Johnson back with us at St. Maries, who has been away from her post for three weeks due to sickness, is still confined to a hospital, though now re­

mained in the meantime. The Cove, Miller's Bay, C. E. Smith, Esq., Lock Box 102, Sanborn, Iowa.

FOR SALE—Improved Model Vibroplaster "Bag" (large one), carried well on any circuit. Will sell for $12.00, ac­ct. of $7.50. R. W. Safley, Box 331, Spring­ville, Iowa.

FURNISHED HOME for rent for summer months, 1106, W. Robinson Ave., Green Island, low rents.

CONQUERING THE FAMOUS FALLS AT METALINE—Tommy's place in the meantime is being taken at Spokane by George Forrester, who was formerly on the roundhouse force at the city.

BARGAIN TIME AND HAVING SEEN MORE OF OUR FRIENDS IN THE CITY, TO SEE MRS. CELIL JOHNSON BACK WITH US AT ST. MARIES, WHO HAS BEEN AWAY FROM HER POST FOR THREE WEEKS DUE TO SICKNESS, IS STILL CONFINED TO A HOSPITAL, THOUGH NOW RE­

FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good accommodations and colors. Apply at 69 S. P. $40 P. F. is 14 miles from Ranch Lake Resort and is closest railway for further information, write Ranch Lake Resort, Pound, Wis., or Henry Reader, 1214 N. Lockwood Ave., Chicago, Ill.

FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good accommodations and colors. Apply at 69 S. P. $40 P. F. is 14 miles from Ranch Lake Resort and is closest railway for further information, write Ranch Lake Resort, Pound, Wis., or Henry Reader, 1214 N. Lockwood Ave., Chicago, Ill.

FOR Rent—Room for 1 or 2 girls with or without home cooked meals. Good accommodations and colors. Apply at 69 S. P. $40 P. F. is 14 miles from Ranch Lake Resort and is closest railway for further information, write Ranch Lake Resort, Pound, Wis., or Henry Reader, 1214 N. Lockwood Ave., Chicago, Ill.

FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good accommodations and colors. Apply at 69 S. P. $40 P. F. is 14 miles from Ranch Lake Resort and is closest railway for further information, write Ranch Lake Resort, Pound, Wis., or Henry Reader, 1214 N. Lockwood Ave., Chicago, Ill.
Save in BANKS WHICH SERVE YOUR RAILROAD

These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employees. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

EVERYONE SHOULD HAVE A BANK ACCOUNT

_We Solicit the Patronage of MILWAUKEE EMPLOYEES_

Open a Savings Account Here and Add a Little Each Pay Day

GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK of Chicago

Opposite the Union Station
Jackson Boulevard and Clinton Street

MEMBER CHICAGO CLEARING HOUSE ASSOCIATION
MEMBER FEDERAL RESERVE SYSTEM SINCE 1893

DIRECTORS
HARRY A. WHEELER
Chairman of the Board
HARRY N. GRUT
President
GEORGE E. GULFINAN
Vice-President Great Northern Railway Co., Inc.
WM. W. FARRELL
Vice-President
HILTON B. FLORESDEN
Chairman of Board, Floreshem Shoe Co.
DAVID B. GANN
Gen. Sec., Vice-Med., Attorneys
N. L. HOWARD
President and Chairman of the Board
North American Oil Corporation
HEIL C. HURLEY
President
Independent Fraser Tool Company
BENTLEY G. McCULLOUGH
Vice-President First National Bank of Chicago
J. A. ROSEON, JR.
President Steel Bank Corporation
A. M. HUBBELL
Vice-President One Million Company
W. W. K. SPARKS
Vice-President Chicago, Milwaukee, St. Paul & Pacific Railway Company
HENRY X. STRAUBUS
Chairman of Board, Moyer & Company

NORTHWESTERN NATIONAL BANK and Trust Company
Minneapolis, Minnesota

One of the 116 affiliated Northwest Bank-corporation Banks serving the Northwest . . . Watch for the Covered Wagon emblem.

First National Bank
OF Everett, Washington
on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
Established more than forty years ago
Interest paid on savings deposits
1892 - 1935

(Nota:—All of The Milwaukee Road Depositories are not represented here.)

FOR your CONVENIENCE

• The First Wisconsin offers complete banking service at convenient branch offices located throughout Milwaukee. Use the facilities of the First Wisconsin Office in your neighborhood.

FIRST WISCONSIN NATIONAL BANK OF MILWAUKEE
City-wide Banking Service

Greater Protection
For Car and Cargo

CARDWELL AND WESTINGHOUSE DRAFT GEARS

Cardwell Westinghouse Company
332 S. Michigan Ave., Chicago, Ill

FORT DEARBORN ENGRAVING COMPANY
Artists—Photo Engravers
Superior 0065
448 N. Wells St. Chicago, Ill

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin
With his moccasins of magic, At each stride a mile be measured.
—LONGFELLOW

Hiawatha
FIRST OF THE SPEEDLINERS

Nothing Faster on Rails!

A silver and orange flash . . . America's first completely streamlined super-speed steam locomotive. Designed and built especially for the Hiawatha. No extra fare!

CHICAGO - MILWAUKEE - ST. PAUL - MINNEAPOLIS
The only double tracked route all the way

Entirely new, stream-styled from end to end, completely air conditioned and one-third lighter in weight than conventional trains of equal carrying capacity, the HIAWATHA is a long stride forward in the perfecting of rail transportation.

Speed? This orange, maroon and silver speedliner cruises at 100 miles an hour and can travel in excess of 120 with complete comfort for the passengers. Roller bearings on every wheel, improved braking, rubber mounted trucks and sound-deadened walls make it silent and smooth riding at all times.

Geo. B. Haynes
Passenger Traffic Manager
Chicago, Ill.

W. B. Dixon
General Passenger Agent
Chicago, Ill.

The MILWAUKEE ROAD